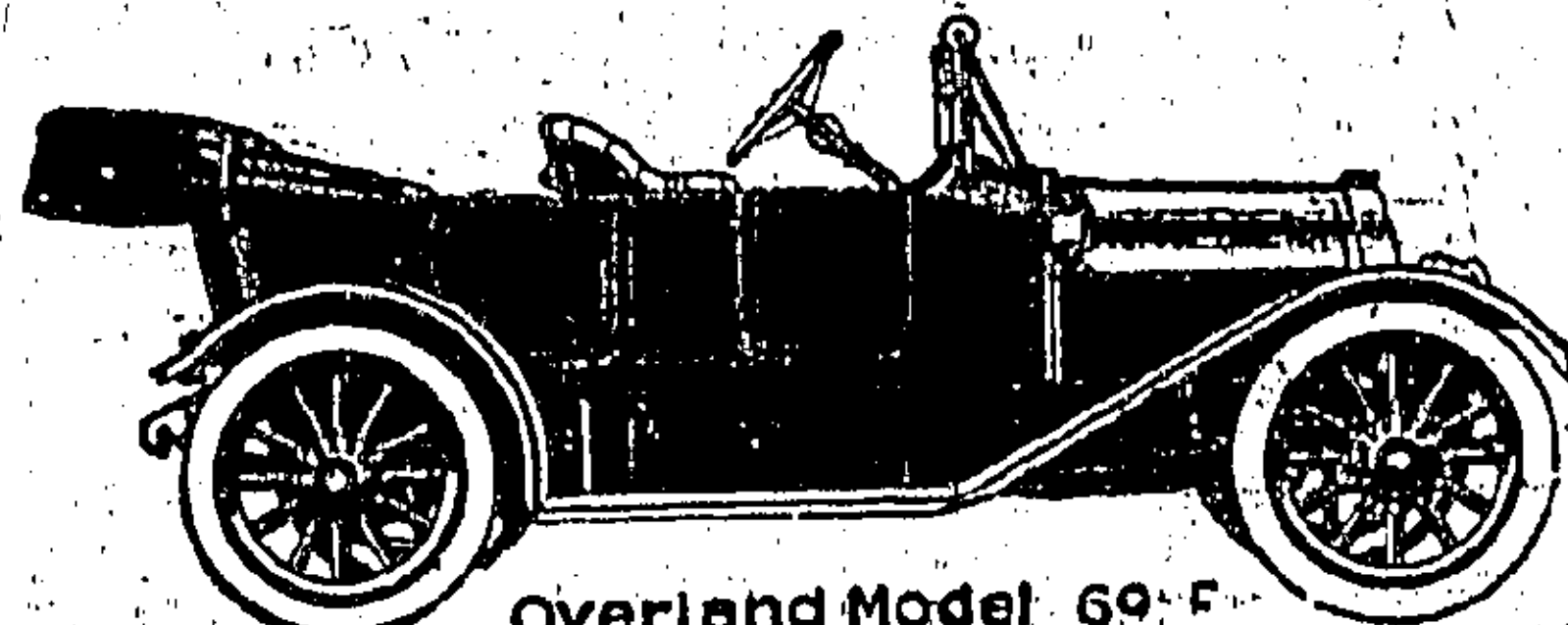






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A number of Overlands have now arrived and are finding a ready sale.

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Hongkong, 3rd October, 1913

THE IDEAL LAUNDRY

DRESS SHIRTS A  
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Mrs. M. MASON,  
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NEW CONSIGNMENTS STERLING SILVER WARE.  
PRINCE'S PLATE (Guaranteed for 30 Years).  
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MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor, Hongkong, 29th Jan., 1912.

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THE BEST BARBER SHOP IN THE COLONY!  
CHIROPODIST, MANICURIST AND  
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OBTAINABLE EVERYWHERE

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**ASTHMA**  
CAN Be Cured.

THEN why be half suffocated, and sit up all night coughing and gasping for breath when a SINGLE dose of

NOBBS' ASTHMA CURE

will give you certain, prompt relief and ensure a good night's rest? This is the only genuine cure for Asthma, discovered by Mr. NOBBS, a qualified Chemist, and a sufferer for many years, will, if taken when necessary, effect a radical cure of this erstwhile incurable malady.

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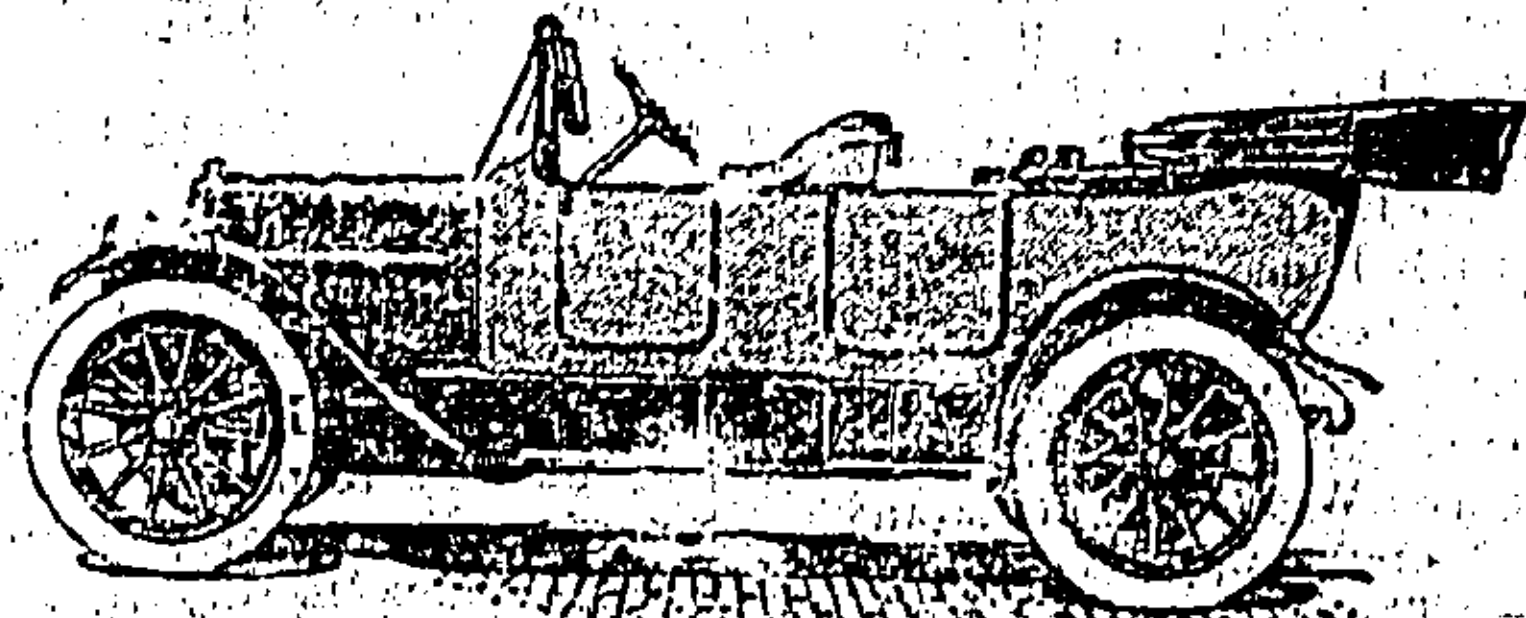
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This Milk once opened, keeps longer than ordinary Milk and can be used for any purpose for which ordinary Cows' Milk is generally used.

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All Electric Trams Pass  
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SMOKED FILLET HADDOKS. KIPPERED HERRINGS.  
Also in hand, Fresh Deep Bay Oysters.  
Open till Midnight.  
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MAKE IT A HABIT—USE  
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Perfect sanitation being so necessary for health, disinfection is imperative. Make a practice of using IZAL every day—just a little, diluted with water—pouring it down drains, sinks and w.c.s, and sprinkling it in dustbins or other harbours of filth. Gel IZAL, because it positively kills disease germs, stops infection and instantly removes bad smells.



IZAL—the guaranteed disinfectant of unrivalled strength—is the pioneer modern high power germicide. Officially adopted throughout the British Empire. Mixes equally well with salt, brackish or fresh water.

Write for Free Booklet—"Practical Disinfection."

**RULES OF HEALTH.**  
One Gallon of IZAL makes 400 gallons of efficient disinfecting fluid.

Agents:  
**W. R. LOXLEY & Co.**

## OUR CONTEMPORARIES.

South China Morning Post.

The Devolution of Unionism. There have been many changes in the labour question during the past few years, but, as ever, the responsibility for the unrest that is agitating the working men of the Empire is fixed upon labour leaders who have fomented the existing spirit of recklessness for their own base ends, and danger threatened to the whole system of trade unionism is both real and great unless there be created a greater sense of cohesion and a reasonable attitude on the part of the employed. The present situation is as absurd as it is dangerous, and new labour conditions and problems imperatively call for treatment which will be prompt and decisive. The first essential is to get employers to see the men's case as it is; the second to get the men to see the employer's case as it is; and the third to get the public and parliament to see, both sides. Then and not until then will a via media be arrived at by which employer and employee will understand each other.

Daily Press.

Mohammedism in China. One of the most significant features in connection with the Mohammedans of China is their lack of union. The same spirit of provincialism that in Britain's Chinese wars made it possible for Cantonese to assist us actively in our operations in the North, stifles any possibility of active sympathy between the Mohammedans of Tientsin and Kansu, or between those of Mongolia and Yunnan, and is propagation of their creed with fire and sword is an idea that would never arise among them. It is reasonable to question from what is known of Tung Fa-hsing's Mohammedan banditti, and of the men who marched under Sheng-Yun, whether Islam was the dominant motive, even in the rebellions of the Sultan Salaman and of Yakub Beg, and it is certainly significant that any Moslem rising has been little more than provincial. Mr. Ridley explains some of the causes of the weakness of Islam in China; the root cause is probably the Chinese character, which would seem to be fundamentally incompatible with the fanaticism that inspires Moslems in other parts of the world, and which also does not lend itself to the scrupulous observance of religious rites that is characteristic of strict Mohammedans.

China Mail.

British Labour Conditions. The Board of Trade has just issued a report which deals comprehensively with the changes of rates of wages and hours of labour in the United Kingdom last year. The statistical department gives figures relating to the wages during 1912 of 1,818,000 workpeople employed in a great variety of trades, and the outstanding facts are as follows: wages rose by £130,000 per week as compared with 1911; the actual increase in the wages bill of 1912 over what it would have been if no changes had taken place was some three million pounds; this increase has been exceeded twice only during the past twenty years, namely, in 1900 and 1907. To this must be added the fact that up till last month the upward movement in wages continued at an accelerated rate, the total for the first eight months of the current year being greater than the whole gain in 1912. Though the figures relating to hours of labour refer to only 105,000 workpeople, they are satisfactory so far as they go; the weekly working time having been reduced by a net amount of 211,000 hours in the aggregate during the year. This improvement is also continuing during the current year.

For a good, solid meal, a la Carte, or Table d'Hôte, with Wines & Liquors of the Best, ALEXANDRA CAFE.

## Caldbeck Macgregor & Co.

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INVALID  
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ROYAL DR.  
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## SAN MIGUEL DRAUGHT BEER.

ALWAYS HAVE ONE  
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MICHAEL &amp; CO. Agents.

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Codes Used: A1; A.B.C. Fifth Edition. Engineering, First and Second Edition; Western Union and Watsky's.  
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,  
Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.  
All classes of light steel work manufactured by the above process.

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No. 21 Dock, Kowloon.

No. 22 Dock, Kowloon.

No. 23 Dock, Kowloon.

No. 24 Dock, Kowloon.



## GENERAL NEWS.

## Dramatists Corner.

If streets were to change their names in conformity with the callings of their most distinguished residents, Adelphi-terrace might well change its title to Playwrights-row. Mr. Galsworthy has just taken up his abode in this street, in the same house as Sir J. M. Barrie. Mr. Bernard Shaw is another Adelphi; while Mr. Granville Barker lives close by in John-street.

## Fact and Fiction.

A runaway locomotive, with its driver in hot pursuit, is an incident that has frequently figured in fiction; and has also, we believe, made its appearance on the cinematograph film. That it may happen in real life is shown by the Board of Trade report on a recent collision at Accrington, which was due to an engine of a goods train starting off when the driver had got down to help the fireman apply the brakes.

## Foreign Crews.

An impetus is likely to be given to the campaign for manning British vessels by British crews by some incidents of the Volturno disaster. The captain and officers, who were British, behaved splendidly, as was to be expected, but the conduct of the crew, mainly Belgians and Germans, was very bad, many of them crowding into the boats before the passengers. There is a plain moral to be drawn from this.

## Private Bank Notes.

Mr. Edward Holden, whose death is announced from Southampton, was a member of a great firm with branches in England and France. During the Franco-Prussian War he and his father and brother visited their establishments at Orléans and Rheims to arrange for the maintenance of the employees not called to the colours. The firm issued private bank notes to the employees, which were accepted by all the local tradespeople and redeemed by the firm on the restoration of peace.

## Lord Justice Hamilton.

A judicial appointment that will arouse special interest is that of Lord Justice Hamilton to an Appeal Division. During the last few months rumour has repeatedly connected his name with that of the Lord Chief Justiceship, as a successor to Lord Alverstone. His rise has been extremely rapid. Only 54, he was called to the Bar in 1883, took silk in 1901, and was made a judge of the King's Bench in 1909, after building up a very large commercial practice.

## Mayor and Judge.

Sir Walter Phillimore, whose elevation to a Lord Justice of the Court of Appeal is among the new judicial appointments, has never been a K.C., but held a "patent of precedence" entitling him to wear silk and to rank as a King's Counsel. He is 67 years of age, a fact of some interest in view of his recent statement that if a retiring age were fixed for judges the limit should be 70. Sir Walter has for two years been Mayor of Kensington, where he is a large property owner.

## Postal Forgeries.

By a remarkable coincidence, just after an Englishman has been sentenced to imprisonment for forging 21 King Edward stamps, there comes the news of a wholesale forgery of French stamps. In this instance, however, the postal revenue, and not collectors, was to have been defrauded, the forger having turned his attention to 10-centime stamps, of which the police have discovered 30,000 examples. This is one of the largest "heals" of the kind on record.

Launching Lifeboats. When the Titanic disaster led to the now-celebrated "Boat for all" demand, it was pointed out by many shipping experts that the multiplication of lifeboats would increase the difficulty of one problem, that of launching all the boats, especially in a heavy sea. The Volturno disaster illustrated this difficulty in most graphic fashion, as eyewitness accounts mention the smashing of the boats against the vessel's sides. It is for this reason that marine architects are now devoting as much attention to the improvement of the launching gear as to the design of the lifeboats themselves.

## CHRISTIAN SCIENCE.

## Interesting Lecture at the Theatre Royal.

At the Theatre Royal yesterday afternoon, Mr. William R. Rathvon, U.S.B., member of the Board of Lectureship of the Mother Church, the first church of Christ, Scientist, (Boston), delivered a most interesting lecture on Christian Science. Mr. Charles W. Richardson presided over a good attendance.

In opening the meeting, the Chairman said:—Friends.—The members of First Church of Christ, Scientist, of Hongkong, in inviting the lecturer, Mr. Rathvon, to address you upon the subject of Christian Science are not seeking to change cherished religious views or opinions, neither have they the slightest wish to loosen desired reliance upon the ministrations of materia medica, nor is the lecture delivered to attack another religion or any persons or their opinions. Christian Science comes with a message—a message of loving help to all mankind, a message of health, a message of abundance, a message of peace, joy and happiness to you and all mankind. The members of the local organization having been so greatly blessed in their slight understanding of Christian Science desire to lay before you some of the teachings of Christian Science which they have tried and found good. St. John wrote "to prove all things and hold fast to that which is good." Another purpose of this is to present for your consideration, from an authorized source, statements of Christian Science upon which some of you may be holding erroneous opinions, thus dispelling incorrect views. It is now my very great pleasure to introduce the lecturer, Mr. Wm. R. Rathvon, U.S.B., a Member of the Board of Lectureship of the Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts, and I bespeak for his message your sincere and thoughtful consideration.

In the source of his lecture, Mr. Rathvon said:—Christian Science has but one text-book, "Science and Health with Key to the Scriptures" by Mary Baker Eddy. It is not a book to be quickly read or hastily thumbed over as one would a shallow novel. Nor is it to be approached with bias or prejudice if one would share its riches; but its truths may be proved and in turn imparted by child or sage who turns its leaves with an open mind. Only the open flower it is that catches the dew and yields its honey to the bee.

It has been asserted that Christian Scientists place their text-book above the Bible as the guide to righteousness. No one can honestly make this allegation who has read the book carefully, for on page 407 of Science and Health are printed these words, the first of a series of tenets of our religion:—"As adherents of Truth we take the inspired Word of the Bible as our sufficient guide to eternal Life."

What more emphatic and explicit negation of such a charge could be demanded? The truths of Christian Science do not originate in the book Science and Health. They find expression there but their origin is in God. They have always existed and will forever exist. What effect, then, it may be asked, does the study of this book have upon those who have previously been Bible students? Does it supplant the Bible in their reverence and admiration? Is the Book of Books less precious to them than before? The answer is "No." On the other hand, Science and Health harmonizes many seeming incongruities in the Bible which have long perplexed layman and theologian; it explains apparent contradictions; it discloses unexpected riches; it gives new significance to favourite passages, and brings neglected ones into favour.

The study and application of its teachings by those who have had little or no familiarity with the Scriptures has made them Bible students and Bible lovers. The one time atheist, the scoffer and blasphemer, are finding the

Gospel a treasure, house of joy and consolation whose untold doors had been barred against them until unlocked by the Key forged by the hands of a gentle woman who loved all mankind. No other book in modern times has made so many Bible readers.

It has fallen to my lot to have known its author intimately in the last few years of her earthly activity. One November day in 1903, Mrs. Eddy called me to her side from my home in Colorado to become a member of that historic household at Chestnut Hill which she once publicly designated "the happiest group of Christian Scientists on earth." I was privileged to share her daily counsels for more than two years, and from the time of my first half-hour heart-to-heart talk with her, down to the afternoon, when standing at her side, I saw her marvellous hands shape her last written words, "God is my life," I have never wavered in my conviction that she has been the chosen evangel of Truth, entrusted with those good tidings of great joy that have been waiting man's readiness since the days when Jesus trod the dusty fields of Syria, and sailed the blue waters of Galilee.

I could by the hour recite to you incidents of Mrs. Eddy's wisdom and sagacity, of her courage and steadfastness, of her wit and humour, of her love for little children and her delight in the beautiful, of the inexpressible charm of her voice, but it is not of these things that she would have me speak.

It was her desire—almost daily expressed—that her followers should disregard her personality and address their thought to the things of God which she has disclosed to them. She would have us study her books and not her personality. She would have us know her by what she wrote and not by how she looked. Years ago she instructed her students to follow her only as she followed Christ, and though she was a rare leader she was an ideal follower of all that is truly good.

## God As Principle.

Man's comprehension of the problems of life is to be measured by his understanding of God. He holds to contrary and widely divergent beliefs about God and hence his interpretations of life are conflicting and discordant. If he concedes to God, the primal cause of all being, illimitable power—Omnipotence—and illimitable knowledge—Omniscience, and in the next breath attributes to Him the afflictions and disasters of human experience, he is setting up a god of good and evil, of benevolence and cruelty, whom he may try to love but is bound to fear.

Christian Science stands before the world as a demonstrable religion, one that is to be lived, not merely believed. The standard of proficiency for the Christian Scientist is not how much he believes, but how much of that belief is using in his daily life, in his dealings with his fellow men and in the sanctity of his innermost thoughts.

Hence it is that there is no such thing as a purely theoretical Christian Scientist. No man can become a Christian Scientist by merely believing in the teachings of his text-book without practicing them. We are Christian Scientists only as we put into constant practice our knowledge of our religion, be that knowledge great or small. We are Christian Scientists only as we are kind and helpful in thought and deed; only as we think health and talk health instead of disease and disaster. We are Christian Scientists only as we say to evil mental suggestion, "Peace, be still." Only as we are loving and courageous and resolute and unswerving in our warfare against sin, sickness and death.

## Body's Response to Mind.

It is often charged against Christian Scientists because they rely wholly upon Mind that they do not "do anything" for the sick. When the average man considers the need of a sick person,

If you have lost your appetite one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

Prepaid Advertisements  
ONE CENT PER WORD  
FOR EACH INSERTION.

## TO LET.

TO LET.—Furnished Flat in Nathan Road, Kowloon, from 1st January, 1914. Rent \$80, inclusive. Inspection by appointment.—Write "X," Post Box 290.

MEIRION, Nos. 9 & 10, Peak, unfurnished, 8 Rooms. Cheap Rental, from 1st December newly painted and colourwashed. R. GATE, Austin Road, Kowloon, unfurnished. No. 68, Peak, Mount Kellett, Church Mission Society Bungalow from 1st October, 1913, till 30th May, 1914, partly furnished. Cheap rent.

## FOR SALE or TO LET.

(From 1st November, 1913.) No. 1 Gough Hill, No. 103 Peak. Bungalow containing drawing, dining and smoking rooms and five bedrooms. With ground for Tennis-Court.

## FOR SALE.

HARTING and ROGATE, on part of Kowloon Inland Lot 1154.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 2nd Oct., 1913. [21]

TO LET.—Furnished for seven months from the first week in March 1914; No. 64, The Peak. Apply to G. M. HARTSON, Hongkong, 31st Oct., 1913. [97]

## LOST.

LOST.—A PEARL PIN. Reward of \$100 will be paid to finder if desired.—H. HUMPHREYS, Alexandra Buildings, Hongkong, 10th Nov., 1913. [101]

## TO LET.

TO LET.—FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals. SHOP with GODOWN attached, Nathan Road, KOWLOON. Kowloon Marine Lot No. 48 with Wharf. "HIGHLANDS," Kimberley Road, Kowloon. Six rooms, Tennis Court, from 1st December next. A furnished flat in Nathan Road, Kowloon, from 1st January next.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD. Alexandra Buildings.

TO LET.—Ranfurly, No. 11 Conduit Road. GODOWNS, 94, Wanchai Road, 102, Praya East, 153, Praya East. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—Two room Flats in Kowloon. Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTTON-JEE, Royal George Hotel, Hongkong, 17th Oct., 1913. [966]

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Ophthalmic Optician.

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Embroidered Screens  
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But take a few doses of our BALSAMIC COUGH LINCTUS. It stops the most obstinate Cough, removes the Phlegm and heals up the irritated bronchial tubes. The taste is pleasant, the action prompt and it is perfectly harmless.

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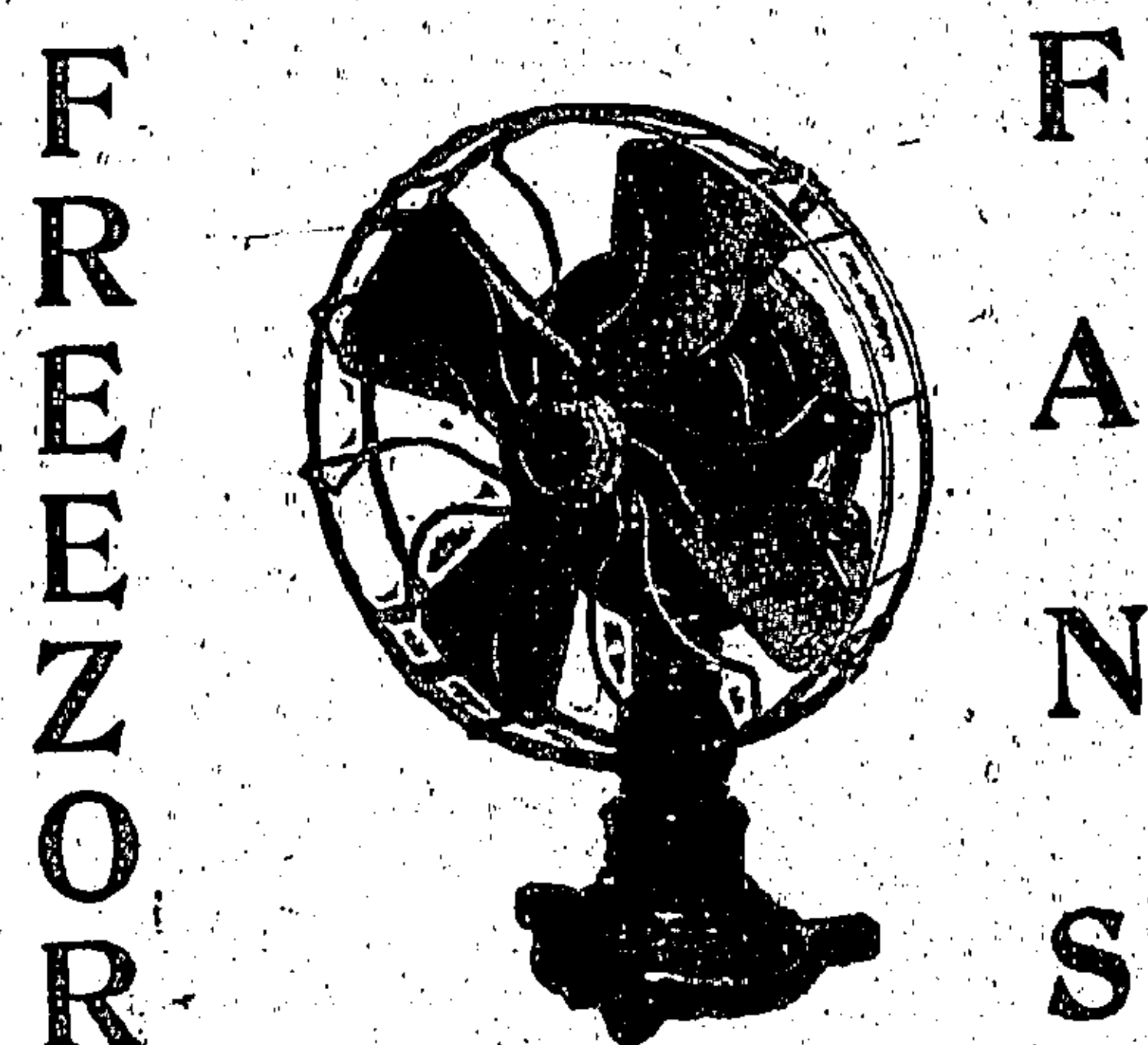
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## WHY SWELTER IN THE HEAT?

## BUY



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OF CHINA, LIMITED.

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NURSERY AND THE SICK ROOM.

Simple to prepare. Easily digested. Obtainable at all Stores. Write to NESTLE & ANGLO SWISS CONDENSED MILK CO. P.O. Box 351 for a sample tin and a copy of our pamphlet, entitled, "Feeding and Care of Infants."

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HIGH CLASS TAILORS & EXPERIENCED CUTTERS.  
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DRY GINGER ALE (In Pints and Splits).

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Sparkling Mineral TABLE WATER  
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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

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Cable Address: Telegraph, Hongkong.

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## The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 11, 1913.

## THE OLD AND THE NEW.

Dr. Reinsch, the newly-appointed American Minister to Peking, in an address to the students of St. John's University, Shanghai, the other day, took occasion to offer advice which should be found of not a little value at this stage of China's history. It is customary, on such occasions, to speak eloquently of the difficult and inspiring task which faces these young students, and Dr. Reinsch did not escape the temptation to indulge in higher flights; but he did not forget, also, to force his hearers to consider some cold, hard facts. Especially excellent was his advice to them to study their own country and the things therein. They had, he said, a great many things to master. There was their own civilisation, their own great history and philosophy and their own rich literature, which was the study of a lifetime.

We could have wished that Dr. Reinsch had dwelt a little longer on this point. What he did was to pass immediately to the fact that there was also open to these students the volume of modern science.

There was the history of other countries; their political system, languages, literature, mathematics and sciences. That seemed confusing, and there was a danger of being satisfied with a general and inadequate knowledge. They had to develop a very exact type of practical knowledge and modern methods of doing things so that their country might advance in proportion to its great resources and in proportion to the ability of its people. Their own future and that of their country depended upon the thorough manner in which they executed the tasks of every day and the ability which they put into their work.

That is all finely true, but more insistence wants to be made of the fact that Chinese students who are busy with Western education and Western science must first and foremost be true to their own country and people. Western civilisation cannot be speedily—and will never at all be in its entirety—adopted by the Chinese people. It can, however, be adapted to their needs; the best of it can be engrafted on to Chinese civilisation. And that is essentially the work which lies before these young students in Hongkong and elsewhere who are to-day showing such a keen and admirable desire for knowledge. But their work will not be wholly successful—will, to a great extent, have been wasted—if they do not also study their own civilisation, their own people with their needs and aspirations and ambitions, their own country with the future outlook for it and its possibilities. If these two branches of study are followed side by side, by young and earnest students, inspired by the highest of patriotic motives, the future for China will be one of progress; but the gospel of attention to the old things while learning the new must be consistently preached to them if they are to do the best they can for China.

## The Bilkers.

Not long ago in this column we said a good word, though no more than was deserved, for the British soldier; and we were the more so, for the more sorry to witness a recent incident last night which did not reflect to the credit of the British soldiers concerned. Two of them in one ricksha and one in another passed us, just after eleven last night, in Kowloon. They stopped the rickshas when they reached Gun Club Hill, and promptly bolted without paying the coolies. They disappeared over the railway line, and the coolies were left lamenting. There are black sheep in every community, to be sure, but we confess to a feeling of deep regret that British soldiers should have been guilty of such a trick. If this should meet their eyes, we hope it will enable them to see the matter in its true light and that they may behave less meanly in the future. In any case, the coolies concerned—Nos. 50 and 79—lost nothing on the transaction. Some people who witnessed the incident saw to that.

## Another Public Nuisance.

Not once, nor twice, but on many occasions have we commented in this column on the nuisance created to ferry passengers from Kowloon by the fish junks being permitted to moor close alongside the pier and discharge their offensive-smelling cargo. The evil is particularly pronounced in the mornings, and for passengers who happen to be on board the ferry steamer waiting for the whistle to blow, the experience is anything but pleasant. On Saturday, for instance, the stench was almost unbearable; so bad was it that many passengers were compelled to seek some sheltered spot where the smell was less apparent. Too much latitude is allowed these junk people, and in the interests of the comfort of the travelling public we hope the authorities will step in and remedy the grievance.

## Won't Hold Water.

We thought as much. The Liberals can easily explain the reverse at Reading. Thus speaks the unsuccessful candidate:—"The forces of progress were divided between two candidates, and there has been systematic misrepresentation. The 'systematic misrepresentation' excuse has been often trotted out before; it is the stock argument when all others have broken down. But what about Mr. Gooch's other statement? The 'forces of progress,' as he terms it, may have been divided between two candidates, but the awkward part of it is that if the so-called Progressive poll is totalled, it does not reach the number of votes given to be a Unionist candidate. There can be no juggling with figures here. The Unionist polled 5,144; the combined Liberal-Socialist vote was 5,076. Which absolutely smashes the 'split vote' excuse."

## Y.M.C.A. MAGAZINE.

A copy of the first edition of new Y. M. C. A. magazine *Progress* has just come to hand. It is a bright little paper containing two interesting articles on "The Beauty and mystery of Life" and "The Exposition City," as well as much Association news. In a forward the editors state:—

Young men have numerous interests. To serve them the offers are many—good, bad and indifferent. It is affirmed, however, that there is an opening for a publication devoted to promoting the welfare of the many young men in Hongkong. Through this it squeezes this unpretentious Magazine.

The new corner desires to deal with the concerns of body, mind and spirit as a bright and breezy go-between. So far as space may permit, this monthly messenger hopes to be the means of exchanging any ideas and things which are calculated to make for betterment, religious, scientific, and personal—nothing which promotes men's manliness will be alien from *Progress*.

## TYPHOON WARNINGS.

The telegram quoted below was received from the Manila Observatory by the American Consulate General, Hongkong, at 10.30 a.m. yesterday.

Cyclone or Typhoon—Near or over Guam. Moving W.N.W.

Cyclone or Typhoon—W. of the Southern Ladrones or Marianas Islands. Moving W. or W.N.W.

## DAY BY DAY.

IT IS A CRIME TO ENSLAVE  
HUMAN UNDERSTANDING UN-  
DER PRETEXT OF PROTECTING  
RELIGION.

## The Mails.

American, Canadian and Siberian Mails.—Left per s.s. Tenyo Maru at 1 p.m. to-day.

German Mail.—Closes per s.s. Kleist at 10 a.m. to-day.

German Mail.—Dues per s.s. York to-morrow at 8 p.m.

Siberian Mail.—Arrived per s.s. Kleist this morning.

## Gold Tie Pin Found.

A gold tie pin found in the City Hall on November 10 has been handed over to the police.

## Going Home on Leave.

Mr. P. P. G. Wodehouse, deputy Captain Superintendent of the Police, goes home on ten months' leave on November 22.

## Fokki Absconds.

A Chinese of 30, Reclamation Street, Yaumati, has reported to the police that a Fokki has collected \$75 and absconded.

## Injured by Chopper.

A Chinese has been removed to the hospital suffering from a wound to the head, alleged to have been inflicted with a chopper by a man now in custody.

## Fire Brigade Inspection.

His Excellency the Officer Administering the Government will hold the annual inspection of the Fire Brigade at 4 p.m. on November 21 in front of the City Hall.

## Stolen Money.

Dr. Sibree of the King Edward Hotel, has reported to the police that some one took from a locked drawer, at his premises 18, King's Buildings the sum of \$100, by means of a false key.

## 800 Rounds.

A Chinese found in unlawful possession of 800 rounds of ammunition coming from the s.s. Minnesota, was fined \$200, at the Police Court, this morning, by Mr. Wool.

## Billiard's Tournament.

In the Hongkong Hotel billiard tournament last evening, Mr. V. C. Parr owe 10, beat Mr. J. Forbes rec. 25, 250—228, and Mr. A. Field owe 90, beat Mr. Gast owe 10, 250—223.

## Overcoat Stolen.

A Chinese on board the s.s. Ying Hang, who stole an overcoat from a member of the crew, a Malay, was sent to goal for a month, by Mr. Hazelard, at the Police Court, this morning. Inspector McHardy prosecuted.

## Taisan Nearly Ready.

The s.s. Taisan which is being built by the Hongkong and Whampoa Dock Co., for the Hongkong, Canton and Macao Steamboat company will be expected to be ready for sea towards the end of the month.

## Stolen Brass.

Two months' imprisonment with hard labour, and four hours' stocks was the sentence passed on a man by Mr. Hazelard, at the Police Court, this morning, when charged with stealing some brass from the dockyard at Wanchoi. Inspector McHardy prosecuted.

## Chief Officer Injured.

Hubert Charles Fraser Goodwin, aged 46, the chief officer of the s.s. Drumaton, has been removed to the hospital suffering from a wound in the right thigh. He was found on a cargo boat at the China Merchant's wharf and it is supposed that he accidentally fell into the boat which was lying alongside.

## M.C.A. Outing.

A special outing was arranged yesterday for members of the European Y.M.C.A. in which about a dozen took part. Leaving the Association building at about 10 a.m. the party proceeded to Taiipo by the "Old Road," and there caught the 4.50 train home. The distance walked was about 14 miles and the outing proved most enjoyable.

## Latest Advertisements.

Consignments notices concerning the steamers Dilwara and Thongwa appear on Page 5.

The s.s. Dilwara leaves for Japan on the 14th inst. and the s.s. Thongwa departs for Straits and India on the 15th inst. Page 5.

Bothelo Bros. have been appointed agents for the Compania General de Tabacos de Filipinas of Manila.—Page 5.

## THE UNDESIRABLES.

More Deportations Wanted.

(SPECIAL ARTICLE.)

Hongkong people have cultivated the habit of associating the notion of deportation solely with the more criminal or objectionable of the poorer class of Chinese, and it is therefore but rarely that it occurs to them that the most dangerous element in any society is not necessarily—is, in fact, rarely—the ignorant and lowly. If it were possible to collect exact statistics, it would probably be found that the graver crimes committed either in this Colony or in Chinese territory—the plots, the boycotts, the well-laid forgery and coining schemes and the spreading of sedition—all, or nearly all, hark back to Chinese who read, write and speak English, and who, as often as not, find some justification for classifying themselves under that very convenient head: "merchants." It is a matter of common knowledge that the bombs, arms and the seditious literature that figured in the early stages of the first Revolution were, in many cases, stored in the houses of "respectable Chinese merchants" not a mile away from this office: albeit it may not be so widely known that many of these respectable gentlemen are still living and flourishing in this Colony.

## A Nursing Home for Revolutionaries.

What Hongkong has done that it should be made a nursing home for revolutionaries and a haven of refuge for the cowards who stir up strife in China from a safe distance and who dare not show their noses in Canton, is more than we can say; but there is the fact. Every scoundrel rich or poor, who is "wanted" by the Canton police, and every sneak who starts a revolt in China and is afraid to see it through, seems to think he has a perfect right to come and demand a refuge in this Colony. Sometimes, as in the case of political refugees during the last insurrection, this shelter is only asked—or permitted—as a temporary affair; but such cases are in the minority. More often than not the really dangerous characters are living permanently, and making a good proportion of their large incomes in Hongkong.

## Who is at Fault?

It would be the height of injustice to lay the blame for all this on the shoulders of the police; we must look higher to find those who are really at fault. The primary duty of the police here is to watch over the lives and property of the inhabitants, and to do them justice, that duty is, as a whole, splendidly carried out. But it must be remembered that, in the case of the European constabulary and the detective force, this duty can never be fully performed, because a large proportion of their time is necessarily passed in keeping watch on undesirable—many of them of the wealthier class. Given a free hand, the European police of this Colony could vie with those of any place in the world, whose efficiency, loyalty and general worth are concerned. That free hand they do not at present possess.

## What Should be Done.

Experience, common sense and common regard for safety and good government all urge:—"Turn out every Chinese, no matter how powerful or wealthy he may be, who is in anywise a danger to the peace of the Colony or of China." But Exeter Hall, plus self-interest, says:—"Let the dear men remain; their influence in commerce and their contributions to charitable and missionary objects are not to be despised. Turn out just one in fifty years, as an example to the rest, and the others will be quite good and honoured citizens." How can the police stand up against this?

And so we confine our attention to odd kidnappers, thieves and undertrappers to corners, turn them out of the Colony (occasionally ignoring their return) and meanwhile allow any ruffian who chooses to call himself a merchant remain.

And what have these merchants done for the Colony? Well; a great—we are happy to be able to say the greater—proportion of bona fide merchants, bankers and compradores of Hongkong are respectable, law-abiding men who

interfere with no one and only ask to be allowed to mind their own business. Some have deservedly reached high positions in the commercial and official life of the city; and of those deserving ones, there is not a single man who would not indorse all that we have said above as to the more danger and objectionable of their compatriots in Hongkong; indeed they are the first to wish to see the class of men of whom we have been speaking deported, for they realise as fully as we can do that the presence of such persons here constitutes a danger to public peace.

The remainder—the bogus merchants as well as some of the ultra respectable, compradores—combine their ordinary business with plotting against either their own Government or ours, or both, and with dabbling in every kind of dirty work that promises increase of income. The first and second Revolution, the boycott of last year, the mischievous telegrams sent to Yuan Shih-kai during the recent outbreak, urging him to bombard Canton, are all, among the many useful deeds, of this fraternity. And speaking of these telegrams reminds us that more than one was sent in the name of certain guilds collectively, by one or two individuals who had scarcely gone through the formality of consulting the guilds, but were in reality acting without either the knowledge or the consent of the very men who were supposed to be sending the messages.

We would be the last to wish to see a refuge refused to deserving cases, where political fugitives are concerned—always provided that the police are satisfied that these will not abuse the hospitality afforded them but we see no good to come of throwing open the Colony to any stranger who comes along, without the Government first making certain that he will not constitute an addition to the labours of the detective force. Britishers dislike to appear childish, but they had better do that than make themselves a laughing-stock to the Chinese and turn the Colony into hot-bed of crime and sedition.

## LAUNCH AT TAIKOO.

Vessel for the Singapore and Deli Trade.

This morning the Taikoo Dockyard and Engineering Co. launched the steel screw steamer Medusa which has been built to the order of Messrs. Alfred Holt and Co., for their Singapore and Deli trade. The vessel is of the awning deck type, the principal dimensions being as follows:—Length over-all ... 204'0" Breadth ... 31'0" Depth to awning deck ... 21'6" Tonnage, gross ... About 800. Accommodation for passengers is fitted up amidships, with dining saloon. The officers and engineers' rooms are situated aft in a steel house on the awning deck, the crew being berthed forward and the petty officers aft. The 'tween decks are arranged for carrying stowage passengers, and open spaces are fitted up for the carriage of cattle. Electric light will be fitted throughout. Triple-expansion engines of the builders' own make are being installed, steam being supplied from a large single-ended boiler. This vessel is expected to develop a speed of 12 knots.

The above vessel is a repeat of the s.s. Circe, which was built at Taikoo Dockyard last year for Messrs. Holt for the same trade. The Circe has now been running for about 18 months and has proved a very successful craft.

## Expired Naval Ratings.

The Blue Funnel s.s. Nolas, which left to-day for home, had on board a number of time expired naval ratings. She was flying the white paying-off pennant.

## Mails Arrive.

As there has been no official intimation of the fact, we desire to inform our readers that the German mail-steamers Kleist, which arrived this morning, from the North, brought down a Siberian mail. We hope the postal authorities are by this time aware of the fact.

## "THE TELEGRAPH'S" ACROSTIC.

The Solution.  
1. T (e) l (e) gram  
2. Hohenlinden  
3. E (l) o (u) ent  
4. Loup-Garou  
5. A (l) i (e) ce  
6. Never-Never  
7. D (a) i (y)  
8. A (l) i (e) ce

NOTES.—Puzzle: Henry George, the founder of the land enquiry in "Progress and Poverty" (4.) Rabelais (5) "Alice, where art thou?" "Don't you remember sweet Alice." A portion of "ice" cut off. (6) Peter Pan.

## SHANGHAI RACE MEETING.

The Shanghai Autumn race meeting commenced yesterday. The following are yesterday's results:—

The Maloe Plate.—Half a mile. Mr. E. Kadoorie's Durbar Chief (Burkill) 1

Mr. Jordan's Fulham (Hayes) 2

Mr. Bremner's Court Courier (Owner) 3

The Criterion Stakes.—One mile. Mr. Stubbs's President (Burkill) 1

Mr. Lamerton's Rornite (Bowe) 2

Mr. Evelyn's Sir Brian (Vida) 3

The Maiden Stakes.—Three quarters of a mile. Messrs. Oswald & Robson's Misdal (J. K. Brand) 1

Mr. White Star's Nomadic (R. we) 2

Mr. Ellis Kadoorie's Solangor Chief (Dalgarno) 3

The Fah-Wah Stakes.—One mile and a half. Mr. Lamerton's Inkermann (Rowe) 1

Mr. E. Kadoorie's Mahraite Chief (Burkill) 2

Mr. W. S. Jackson's Somerset (Vida) 3

The Royal Navy Cup.—Three quarters of a mile. Messrs. Winsome & Hasty's Dabchick (Hill) 1

Mr. E. V. Hobbs's Farthing Damages (Hayes) 2

Mr. Hard's Pionniery (Fok) 3

The Shanghai St. Lager.—One mile and three quarters. Mr. Evelyn's Sir Pelleas (Vida) 1

Mr. H. Morris's Castlefield (Moller) 2

Mr. Daplex's The Trader (Moring) 3

The Eclipse Stakes.—One mile and a quarter. Mr. C. H. Thomson's Paladin (Burkill) 1

Mr. Leander's Minehead (Dalgarno) 2

Mr. H. Morris's Bookfield (Bremner) 3

The Autumn Cup.—One mile and a quarter. Mr. G. H. Thomson's Flying Fox (Rowe) 1

Sir Paul's Sunlight (Burkill) 2

Messrs. Winsome & Hasty's I'm Off (Hill) 3

The Whangpoo Stakes.—One mile and a half. The B. P. Kong's Fickle Bird (J. K. Brand) 1

Mr. Muelin's Snowdrop (Lind-say) 2

Mr. Dick Turpin's Vahna (Dalgarno) 3

## "A MISTAKE"

Man Who Tried to Fool the Magistrate.

Mr. Dillon, of the P.W.D., prosecuted a man before Mr. Hazelard, at the Police Court, this morning, for maintaining two wooden buildings about his house for which he had not received permission. The house was at Ma-ti, Yaumati, said the prosecutor, and when the defendant was brought before Mr. Wood some time ago he said that the house was not his. Prosecutor was instructed to go over with the defendant and investigate the matter. He went to the house and when he asked the defendant if the house belonged to him, he answered in the affirmative. Prosecutor then asked the defendant why he had told a lie to his Worship, and the reply was that he had made a mistake. When the defendant was putting his excuses before his Worship he was really trying to fool him.

A fine of \$10, or in default one month, was imposed.







## Shipping

CANADIAN PACIFIC  
ROYAL MAIL.

## STEAMSHIP LINE.

From Hongkong		From Quebec	
Empress of India	20th Nov.	Allan Line	18th Dec.
Empress of Asia	4th Dec.	Empress of Britain	25th Dec.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA" "EMPERESS OF ASIA" via Optional Atlantic Port, £71.10.

"EMPERESS OF INDIA" "EMPERESS OF JAPAN" via Optional Atlantic Port £65.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTREAL" Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

**D. W. CRADDOCK**, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

**EASTWARD.**

S.S. "Dilwara," 5,378 tons, Capt. Ramago, will be despatched for YOKOHAMA, KOBE and MOJI on 14th November.

S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched to SHANGHAI, KOBE and MOJI on 20th November.

**WESTWARD.**

S.S. "Thongwa," 6,298 tons, Capt. Robins, will be despatched as above on 13th Nov.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

**DAVID SASSOON & CO., LTD.**

Hongkong, Nov. 8th, 1913. Agents

HONGKONG, CANTON, MACAO,  
AND  
WEST RIVER STEAMERS.

Joint Service of THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

Tuesday, 11th November.

10.00 p.m. "Fatshan." 5.00 p.m. "Kinshan."

Wednesday, 12th November.

8.00 a.m. "Hoham." 8.00 a.m. "Heungshan"

10.00 p.m. "Kinshan." 5.00 p.m. "Fatshan."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 776. Night Steamers. Call No. 775.

**HONGKONG-MACAO LINE.**

S.S. "Sui Tai," Tons 1651 S.S. "Sui An," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

**MACAO TO HONGKONG.**

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

**EXCURSION TO MACAO**

SUNDAY, 16th November.

The Company's Steamship, "Sui An,"

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

**FARES AS USUAL.**

Further particulars may be obtained at the Office of the Company

**CANTON-MACAO LINE.**

S.S. "Hoi-Sang" 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

**CANTON-WUCHOW LINE.**

S.S. "Sainam" 588 Tons, and "Nanning," 589 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "Linton" and "Sanul." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

**HONGKONG, CANTON & MACAO STEAMBOAT COMPANY LIMITED.**

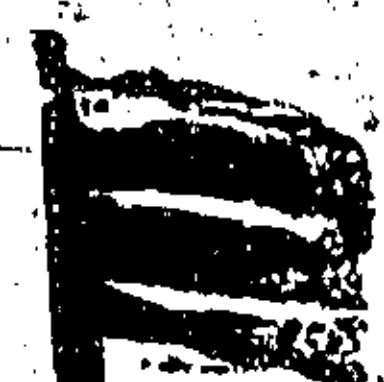
(HOTEL MANSIONS FIRST FLOOR)

Opposite the Blake Pier.

## Shipping

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



Projected Sailings from Hongkong—

Destination.	Steamers	Sailing Date.
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	Kashima Maru Capt. M. Yagi T. 20,000	WEDNES., 19th Nov. at night.
VICTORIA, B.C., and SEATTLE	Tamba Maru Capt. J. Teranaka T. 12,500	TUESDAY, 18th Nov. at noon.
Shanghai, via Moji, Kobe, Yokohama, and Yokohama	Aki Maru Capt. B. Kon T. 12,500	TUES., 2nd Dec., at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Nikko Maru Capt. Takeda T. 9,500	WED., 19th Nov. at noon.
CALCUTTA via Singapore and Rangoon	Kumano Maru Capt. Winokler T. 9,300	WED., 19th Nov. at noon.
BOMBAY via Singapore and Colombo	Kirin Maru Capt. Deguchi T. 6,000	SATURDAY, 15th Nov.
KOBE & Yokohama	Inaba Maru Capt. Tomioka T. 12,600	FRIDAY, 14th Nov.
NAGASAKI, Kobe & Yokohama	Kumano Maru Capt. M. Winckler T. 9,300	WEDNESDAY, 19th Nov. at 4 a.m.
SHANGHAI, Moji & Kobe	Kamakura Maru Capt. T. Hori T. 12,500	SATURDAY, 15th Nov.
SHANGHAI, Kobe & Yokohama	Ceylon Maru Capt. T. Naguchi T. 12,000	THURSDAY, 13th Nov.

† Cargo only.

‡ Fitted with new system of wireless telegraphy.

PASSENGER SERVICE—1914.					
FOR EUROPE.					
Miyasaki Maru	16000	tons	sails	Wednesday	28th January.
Kitano	16000	"	"	"	11th February.
Iyo	12500	"	"	"	25th "
Hirano	16000	"	"	"	11th March.
Katori	20000	"	"	"	25th "
Kamo	16000	"	"	"	8th April.
Kashima	20000	"	"	"	22nd "
FOR AMERICA.					
Shidzuoka Maru	12500	tons	sails	Tuesday	27th January.
Tamba	12500	"	"	"	10th February.
Aki	12500	"	"	"	24th "
Sado	12500	"	"	"	10th March.
Yokohama	12500	"	"	"	24th "
Awa	12500	"	"	"	7th April.
Shidzuoka	12500	"	"	"	21st "

For further information apply to Telephone No. 292.

**T. KUSUMOTO**, Manager.

CHINA NAVIGATION  
CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Anhui	13th Nov. at 4 p.m.
HAIPHONG	Kailong	14th Nov. at 10 a.m.
WEIHAIBAI & TIENTSIN	Huichow	14th Nov. at noon.
SHANGHAI & TSINGTAU	Liangchow	15th Nov. at night
SHANGHAI	Luchow	20th Nov. at 4 p.m.
SHANGHAI & TSINGTAU	Chenan	22nd Nov. at night

**DIRECT SAILING TO WEST RIVER, Twice Weekly.**

"S.S. LINTAN," and "S.S. SANUL"

**MANILA LINE.**—Twin Screw Steamers "Chinhua," "Taming" and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

**SHANGHAI LINE.**—The Twin Screw steamers "Anhui" and "Chenan," and the S.S. "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

**Reduced Fares—Single \$40. Return \$75.**

For Freight or Passages apply to

**BUTTERFIELD & SWIRE.**

Agents

Telephone No. 36.

Hongkong 8th Nov., 1913.

## RUSSIAN VOLUNTEER FLEET.

## Outward Bound.

The s.s. TAMBOV, 4441 R.T. Capt. Bakanoff, is expected to arrive here on the 9th November.

## Homeward Bound.

The S.S. MOGILEFF, 6200 R.T. Capt. Kekouatoff, is expected to arrive here about the 17th day of November.

For Freight, Passage and further particulars apply to

**Capt. D. A. LUKHAMANOFF.**

Agent.

Hongkong, 6th Nov., 1913. Hotel Mansions, 3rd Floor, Tel. No. 1284.

## Shipping

HONGKONG  
PHILIPPINES.PHILIPPINES  
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Zalilo	4000 F.S.	McMurray	Manila Mangarin, Cebu and Iloilo.	SATURDAY, 22nd Nov. 4 p.m.

Electric light Fans in every cabin; competent stewaresses carried.

For Freight or Passage apply to

**SHEWAN TOMES & CO.**

GENERAL MANAGERS

Hongkong, 20th Oct. 1913.

JAVA-CHINA-JAPAN  
LIJN.

Regular fortnightly service between:

**JAVA, CHINA and JAPAN.**

Steamer From Expected on or about To Sail on or about

Tjilatjap ..... JAVA ..... 1st half Nov. .... JAPAN ..... 1st half Nov.

Tjikini ..... JAVA ..... 1st half Nov. .... S.HAI ..... 1st half Nov.

Tjilatjap ..... S.HAI ..... 1st half Nov. .... JAVA ..... 1st half Nov.

Tjilatjap ..... JAVA ..... 2nd half Nov. .... JAPAN ..... 2nd half Nov.

Tjilatjap ..... S.HAI ..... 2nd half Nov. .... JAVA ..... 2nd half Nov.

Tjilatjap ..... JAVA ..... 1st half Dec. .... S.HAI ..... 1st half Dec.

Tjilatjap ..... S.HAI ..... 1st half Dec. .... JAVA ..... 1st half Dec.

Tjilatjap ..... JAVA ..... 2nd half Dec. .... JAPAN ..... 2nd half Dec.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

**JAVA-CHINA-JAPAN LIJN.**

York Building.

Telephone No. 375.

## TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

## SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

**PROPOSED SAILINGS FROM HONGKONG.** (Subject to alteration)

Steamer	Tons	Captain	Date of Sailing
S.S. Tenyo Maru	22,000	E. Bent	Nov. 11.
S.S. Hongkong Maru	11,000	S. Togo	Nov. 18.
S.S. Shinyo Maru	22,000	H. S. Smith	Dec. 4.
S.S. Chiyo Maru	22,000	W.W. Greene	Dec. 22.

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and telephone and post office.

The S.S. Nippon Maru will be despatched for San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu on Wednesday 5th November, at noon.

**SOUTH AMERICAN LINE.**

in connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports

**Proposed Sailings From Hongkong (Subject to Alteration).**

Steamers	Tons	Date of Sailing
Anyo Maru	18,500	Wednesday Dec. 3, Noon
Kiyo Maru	17,200	Thurs. Feb. 5, 1914 at noon

For Further Particulars as to Passage Freight apply to

**S. MORIMOTO, Agent.**

KING'S BUILDING, Opposite Blake Pier.

## PACIFIC MAIL S.S. CO.

Mongolia	Manchuria	Korea	Siberia
27,000 tons, twin screws.	27,000 tons, twin screws.	27,000 tons, twin screws.	27,000 tons, twin screws.
Also NILE, 11,000 tons, CHINA, 10,000 tons, and PERSIA, 9,000 tons.			

To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu (via the Pacific). Through Service via New York to Europe.

**Some Features of Service.**

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Bilge Keels. Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

First-Class	London	Single	1st to 6 Months Return	2nd
Intermediate	San Francisco	"	"	"
Return	London	"	"	"

Return by ship of round-trip tickets, at above, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of Travelling by Rail between ports of Kobe and Yokohama.

**Steamer: Persia, 27,000 Tons, Sailing Nov. 25 at noon.**

Passengers holding through tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

**Hongkong-Manila Service.**

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
Nov. 25 PERSIA	Nov. 27	Nov. 18 PERSIA	Nov. 17

Intermediate Steamers.

King's Building (Opp. Blake Pier). **R. C. MORTON,** Telephone No. 141.

Hongkong, 10th January, 1914. Agent.

Panama-Pacific International Exposition-San Francisco-1915.

## DOUGLAS STEAMSHIP CO., LD.

## Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers.

Electric Light, Excellent Cuisine.

**FOR SWATOW, AMOY AND FOOSHOW RETURN.**

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
Hayang	A. E. Hodgkins	TUESDAY, 11th Nov., at 11 a.m.
Hailan	J. S. Roach	FRIDAY, 14th Nov., at 11 a.m.
Haiching	W. O. Passmore	TUESDAY, 18th Nov., at 11 a.m.

**FOR SWATOW.**

Haimun | J. W. Evans | SUNDAY, 16th Nov., at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

**Douglas Lapraik & Co.**

General Managers.

## LOG BOOK.

## China Coast Gazette.

Mr. Gavin Wallace, from duty as Marine Superintendent, C. M. Co.

Mr. A. Sinel, acting marine superintendent, has gone chief engineer, Hainan.

Mr. G. Caulton, chief engineer, Hainan, awaiting orders.

Mr. F. White, second officer, Hainan, has resigned.

Mr. Fitzpatrick, second officer, Kweilin, has gone second officer, Hainan.

Mr. R. G. Metcalfe, awaiting orders, has gone supernumerary second officer, Waikang.

Mr. R. McLean, second officer, Tukwa, has gone second officer, Tukwa.

Mr. A. G. Hawkes, chief officer, Chingkiang, has gone officer, Kaching.

Mr. D. H. Martin, chief officer, Kaching, has gone chief officer, Chingkiang.

Mr. O. S. Hughes, third engineer, Hoihow, is on leave.

Mr. W. S. Duff has been appointed acting third engineer, Hoihow.

Mr. R. Peden, second engineer, Chenan, is on leave.

Mr. A. L. Struthers, supernumerary, Hain Peking, has gone acting Hain Peking, has gone acting second engineer, Chenan.

Mr. D. Warden, from leave, is awaiting orders.

Mr. T. Murray, from leave, has gone chief engineer, Hain Peking.

Mr. H. W. Thomson, acting chief engineer, Hain Peking, has gone second engineer, Hain Peking.

Mr. O. W. Butson, acting second engineer, Hain Peking, is on leave.

Japan and the Panama Canal.

With the completion of the Panama Canal in sight, and the consequent increasing speculation as to what effect the great waterway will have upon the world's shipping, the fear has been expressed more than once that a disagreeable surprise is in store for Americans who believe that the opening of the canal will be the signal for every maritime nation of any pretensions largely to add to its mercantile fleet.

The recent statement by the special traffic agent of the Nippon Yusen Kaisha that it is extremely unlikely the three great Japanese steamship companies will carry out the proposed combination under which they would run a joint direct service, serving Japan and New York by way of Panama Canal, only adds weight to this idea.

The Japanese are not the only people who feel that cautious procedure is warranted. This is indicated by the fact that many of the rather extravagant proposals made in the first flush of enthusiasm on the part of minor companies and new carriers have not materialized, while others have been checked, as circumstances which have arisen from time to time have not been particularly favorable to ambitious enterprises in the near future.

True, the Hamburg-America Line has made inquiries for several ships to be built in American yards with a view, possibly, to their being placed under the American flag should occasion require, but the mass of tonnage that was to be built in readiness for the opening of the Canal has not materialized.

The Japanese steamship lines—the Nippon Yusen Kaisha, the Osaka Shosen Kaisha, and the Toyo Kisen Kaisha—base their cautious attitude on the evident instability of freight, and the probability that no extra trade will be created for many years to come. Profitably to maintain a regular freight service anywhere, there must be good cargoes both ways, and this is by no means assured in the Pacific trade.

But the principal reason for caution seems to be the fact that for many years after the Panama Canal is opened for business, no new trade between North America and European countries and the Orient will be created. Only the granting by the Japanese Government of a heavy subsidy—which seems extremely unlikely in view of its recent retrenchments in this direction—would induce the Japanese companies to take up the question of a regular service between New York and Japan.

Oysters, Fresh, Fried or Stewed, Pindon Haddock, Kippers, &c.

**ALEXANDRA CAFE.**



# THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, TUESDAY, NOVEMBER 11, 1913, 4.30 P.M.

## CHRISTIAN SCIENCE.

(Continued from Page 3.)

place as eating and drinking, the lesson they disclose is lost upon the man who has eyes to see the Christian Science for achieving what he styles the impossible, yet which has been a part of him since the day when as a crying infant he on his mother's arm shed his first tears.

Jesus proved for all Christendom that the origin of disease was mental and he healed it with mental medicine. He gave himself no concern about physical symptoms, but he destroyed what caused them. He cared little about what the sick man had been eating, but much about what he had been thinking. He said in so many words, "It is not that which goeth into a man which defileth him." When he healed the sick he gave no parting directions about diet and rest, but on at least one occasion said, "Sin no more lest a worse thing come unto thee," thus indicating the mental origin of disease. The sick were healed by him through spiritual understanding, not by human will. Christian Science, similarly relying wholly upon divine Principle, has no relationship with will power, mental science, hypnotism, mesmerism, auto-suggestion, thought transference, spiritualism or any of the other cults or schools which rely wholly or in part upon the influence of one human mind or human will upon another. These are essentially adverse to the teachings of Christian Science, wherein the human mind and the human will are made wholly subordinate and subservient to the divine Mind, the will of God. Success in Christian Science is only attained as fallible human mentality is eliminated. This implies self-denial, the denial of the human sense of self, and the affirmation of all good, and is a condition to which all must come sooner or later. "As I live, saith the Lord, every knee shall bow, and every tongue shall confess to God."

### Hereafter.

In considering the immortality of man one is confronted by the questions, "What of the hereafter? How am I to regard the change called death? What and where is heaven?" Christian Science makes direct answer to these very natural questions. That which is called death, though always an enemy and finally to be overcome, as the Bible declares, is no more to be feared than is sleep. In the present state of our development both are incidental to the experience of mankind; both interfere for the time with man's activities; and the awakening—like in both cases—will, we believe, show no substantial change in individuality or advancement. The gates of heaven do not swing open at the touch of death; but are to be entered by right thinking and right living, and hereafter.

Christian Science puts aside the mythologic idea of heaven as a place, and shows it to be a state or condition of mind. It follows, therefore, that its attainment depends upon the mental processes of the individual. In other words it affirms that right thinking leading to right living is the sure passport to heaven. Turning to the life of the great exemplar, Jesus the Christ, we find in him the ideal thinker whose thoughts and actions conformed invariably to the laws of God—Spirit—touching lightly upon matter and things material only as tolerated concomitants of His dwelling on earth among men.

Most men have found they can get all they want of heaven's antithesis, hell, right here on earth, and there are many who believe they have already had more than their share of it, and perhaps they have. But they should know that it does not come from the hand of God. Sin brings its own punishment. It has been truly said that man is not punished for his sins, but by

his sins. By sin is meant what Paul defines as transgression of the law, whether due to man's ignorance of God's law or to his willful disobedience of it. The child who, through ignorance or disobedience, picks up a piece of hot iron suffers because of his ignorance or disobedience. His loving father has had nothing to do with his suffering, and "Our Father which art in heaven," loving every one of His children, sends upon them neither pain nor penalty. From Him cometh only the "good and perfect gift."

### Love v. Fear.

There is a short and cheering message that Christian Science has to deliver to all who have ears to hear. It is not a new message. It has reassured the children of men ever since they first felt the chill of fear. The loving mother, encouraging her toddling infant, the gallant captain cheering his men to greater valor, the gentle Saviour quieting His affrighted disciples, all use it. That message is "Be not afraid."

Christian Science emphasizes the fact that when fear is eliminated from the consciousness of the sick man—no matter what the nature of his illness—he has taken a long step toward recovery. It declares also that people who are habitually free from fear, worry, anxiety, apprehension and the like, all of which are the children of fear, are far less susceptible to illness and misfortune than others. It has uncovered in fear an agency of evil, an enemy of health, a destroyer of peace and a bar to man's progress heavenward. It is not to be wondered, then, that the elimination of fear from human consciousness is an important feature of the mission of Christian Science.

Frequently it is said, "It is all well enough to say 'do not be afraid,' but how am I to get rid of fear and worry and anxiety? I use all the will-power and determination I can command, yet I do not get rid of worry. It comes in about as fast as I drive it out."

Attempting to get the mastery of fear and worry by will-power alone is like trying to beat back the ocean with a baseball bat, or trying to chase clouds away with a broom. You cannot get rid of them by fighting them, but you can readily get out of their reach by rising higher. The waves of fear and the mists of worry do not extend upwards and if you will but climb to the hilltop of selfishness where Love stands waiting to welcome you with outstretched hands, you will no longer be buffeted by fear or befogged by worry. For centuries St. John has been telling this to the world in these words, "Perfect love casteth out fear."

Discouragement wears the invisible livery of evil and is constantly and consistently working for its master. It is always pulling down and never building up. Did you ever know any one to accomplish anything worth while when in the grip of discouragement? It paralyzes effort, stupefies thought and dissipates purpose.

There is a ridiculous side also to the condition of the man who is mentally sick abed with a bad case of discouragement. He is only happy when he is miserable; the worse he feels the better he likes it; the things that please him most are the things that do not please him at all. He is continually stumbling into the two extremes of self-justification and self-condemnation. Both are bad; both are modelled after plans drawn in the devil's workshop; both are obstructive to progress. Self-condemnation digs a hole; self-justification sets up a pole, and no man can go very far in any right direction when he is either crouched in the bottom of a hole or perched on the top of a pole. Man is endowed with nobler qualities than those of the beasts of the field or the fowls of the air, and he must come out of the hole of self-condemnation and down from the pole of self-justification on to the level ground

of unselfed endeavour if he would progress in Christian Science.

More than all of this, Christian Science discloses that the man habitually discouraged is not only an inviting target for disease, but is already striped with the colours of unbelief, for he gloriously distrusts the power and goodness of God himself. This may startle some of you who are accustomed to let yourselves be robbed of your courage—discouraged—and to slide unresistingly into the bilious depths of the "blues" when things go wrong. The Christian world is full of God-fearing and truth-loving people who yield readily to discouragement because they have not yet discovered where it comes from and what is back of it. They do not see that it is but the advance agent of evil itself. A familiar fable of folklore will perhaps illustrate this point.

It was once announced that the devil was going out of business and would offer all his tools for sale to whoever would pay his price. On the night of the sale they were all attractively displayed, and a bad looking lot they were. Malice, envy, hatred, jealousy, sensuality, deceit and all the other implements of evil were spread out, each marked with its price. Apart from the rest lay a harmless looking wedge-shaped tool, much worn and priced higher than any of them.

Some one asked the devil what it was. "That's discouragement," was the reply. "Well, why do you have it priced so high?" "Because," replied the devil, "it is more useful to me than any of the others. I can pry open and get inside a man's consciousness with that when I couldn't get near him with any of the others, and when once inside I can use him in whatever way suits me best. It is so much worn because I use it with nearly everybody, as very few people yet know that it belongs to me."

It hardly need be added that the devil's price for discouragement was so high that it was never sold. He still owns it and he is still using it.

An effective plan to drive out discouragement is to bring into thought some measure of gratitude or praise. There can always be found something to be grateful for if we will hunt for it honestly and earnestly. The good old-fashioned practice of counting our blessings, the things we have but would not like to do without, generally brings gratitude to the surface, for along every man's pathway in life there are blossoming the sweet flowers of gratitude, and if he will but stoop and pull one and wear it he will find its fragrance a magic dispeller of discouragement. Or if the day be cold and dreary and the flowers covered with snow, he can find that warmth of soul which always banishes discouragement, if he will heed that part of a favourite passage of Jesus from Isaiah, where we are commanded to put on "the garment of praise for the spirit of heaviness."

It never fails.

### Light and Darkness.

I have thus far spoken more of the results of Christian Science than of its methods. For the latter I would have you consult the pages of its text-book "Science and Health," with Key to the Scriptures," by Mary Baker Eddy. You will not lay it down with disappointment if you take it up with sincerity.

But that you may carry away with you to-night some elementary precept to test for yourselves, I would place before you this simple fact. The Christian Science method of getting rid of things that are wrong is to introduce things that are right. This is not fighting evil but destroying it. It has been proved in millions of instances that a wrong thought which is the father of a wrong action will invariably vanish into nothingness if you will but introduce a right thought in its place. Good destroys evil as surely and as quickly as light destroys darkness. Remember that, for you will find it helpful

if you are ever disposed to try Christian Science for yourselves. If you will associate in your thought good with light, and evil with darkness, you will have before you a flashlight glimpse of the impotence of evil in the presence of the good. Not all the darkness in the universe can extinguish the light of one tiny lamp. Wherever it goes it chases away darkness, which is always without power to move, or even to be in the presence of light. So with the light of good and the darkness of evil.

The comparison is a good one, but it is not mine. You will find it many times in the pages of your Bible. Remember then, if you will, that the Christian Science method of banishing evil—darkness—is to bring in the light—good. If you were to try for a single day you would be surprised to find what a new sort of day you would be giving to yourselves. Every time you find yourself thinking unkindly about your neighbor, bring in a good thought about him. It will help you.

Every time your thought drops to the level of the beast, lift it as near the stars as you can raise it. If thoughts unclean, unjust, malicious or obstructive are there bring in something of purity, of helpfulness, of love. When you have done your best in this line of noble endeavour, you have accomplished much. You have taken a step, a little one to be sure, but it leads in the direction of the understanding of God—the knowledge of Him, whom to know aright is life eternal.

## ARCHBISHOP HARTY.

### A Glowing Manila Tribute.

A long article on the work of Archbishop Harty, who arrived in Hongkong the other day appears in the *Cable News American*. It concludes as follows:—

The Filipinos have shown a grand loyalty to this once stranger, Archbishop Harty, who came at command to work among them, and their deep piety and generosity have gained for them the affection and esteem of their spiritual head. The Archbishop has faith in their future, as a future full of promise and feels that as they are the only Christian people of the Orient they are entitled to the loving interest of all American Christians.

The American residents of Manila feel much as did Pippa as she passed in Browning's poem, a sense of strength in the benign figure who, in the old palace by the sea, has been a friend to all men or women of good will and aided not a few of them in the hard task of life in the untrod ways of a foreign land. Some of them feel a debt of gratitude for his hopeful words and kindness they can never repay.

Speaking on the eve of his departure for a well earned rest he says: "They people of the Philippines are my people as I am their Archbishop. I am deeply conscious of my responsibility towards them and as I look back over ten years of association with them, I am grateful for their co-operation and loyalty to me personally and to the interests which I represent, i.e. those of Christianity. It is man's soul I am working for and I take account neither of his race, nor worldly station." What would have been the history of the church in this branch of it in these islands if such a man, great in mind, as in heart, and greatest in soul, had not been chosen by the sagacious statesman, Pope Leo, who can tell? Surely not the harmonious evolution it has been, an example to this evolving race!

The faith we love should be above the base passions of the hour, calming and refining humanity, nay exalting it to realize the eternal serenity of real goodness. As such a representative of such a Faith, has stood the first American Archbishop in the East

## RAUB AUSTRALIAN GOLD MINING CO., LTD.

Manager's Report for Four Weeks Ending October 4, 1913.

The accompanying sheet of mine measurements and assay results shows a total of 413 ft., made up as follows:—Sinking 41 ft., driving on lodes 108 ft., and cross-cutting 264 ft., and compares with a total of 363 ft. for the previous four weeks.

### Mines.

Bukit Koman.—840 ft. Level. The main cross-cut east has been advanced 22 ft., making a total of 132 ft.

The Drive North on the 40 ft. lodes has been extended 19 ft., making a total of 86 ft., on a lode 53 ins. wide assaying 6.0 dwts. The South end has been driven 5 ft., making a total of 30 ft. on a lode 60 ins. wide, worth 5.23 dwts.

740 ft. Level.—Main Drive North. Here 10 ft. driven makes a total of 140 ft. The lode averaged 57 ins. wide and produces 2.97 dwts. The South drive continues in a strong lode 80 ins. wide and worth 5.15 dwts. This end has been extended 15 ft., making a total of 158 ft.

640 ft. Level.—A winze has been started on the 158 ft. lode and will be sunk with all possible speed to the 740 ft. level. During the month it was sunk 12 ft., and assays, over a width of 36 ins., average 13.8 dwts. The main drive South has been extended 6 ft., making altogether 311 ft. The lode is 82 ins. wide, and produces 6.53 dwts.

540 ft. Level.—No. 2 winze South has been deepened 20 ft., making a total of 72 ft. The lode has been disappointing, and up to the present is of little value. Crosscuts for stoping filling amount to 159 ft.

Stopes.—Above the 640 ft. level there are 4 stopes 86 ins. 3.53 dwts. Above the 540 ft. level there is 1 stope 80 ins. 3.33 dwts. Above the 440 ft. level there are 2 stopes 61 ins. 3.55 dwts.

### Anderson.

360 ft. level.—The main drive North has advanced 24 ft., making a total of 234 ft. The lode is 57 ins. wide and assays 8.5 dwts. The South end has been driven 15 ft., making a total of 194 ft. There is a branch in the end about a foot wide, but it is of no value.

160 ft. Level.—The North drive on the East lode has been extended 11 ft., making a total of 67 ft. The lode is 57 ins. wide and assays 8.2 dwts. The drive North on the No. 2 branch has been suspended for the time. During the month it was advanced 3 ft., making altogether 8 ft., on a lode 55 ins. wide which produced 4 dwts.

The Airshaft on the Eastern lode has been sunk 9 ft., making a total of 45 ft., the lode being 26 ins. wide and worth 4.8 dwts. Operations are hampered by an unusual amount of water. The Crosscut East at the 160 ft. has been extended 29 ft., making altogether 38 ft.

Crosscuts for stoping filling amount to 54 ft.

Stopes.—Above the 260 ft. level there are two stopes. The lode averages 60 ins. and is worth 4.81 dwts.

Above the 80 ft. level one stope is being worked on a lode 107 ins. wide worth 4.61 dwts.

### Surface Works.

During the month under review 5,089 tons of surface ore has been milled including 270 tons of rock from the East Lode outcrop.

### Sempam.

A set of "Isenthal" lightning arresters have been delivered, and are being installed.

### Milling.

Your Wilfley tables recovered 30.82 tons of concentrates, crushed with 42 tons old tailings, for an average recovery of 4.8 dwts. per ton.

Milling Sheet for four weeks ending October 4, 1913.

## Bukit Koman.

40 stamps ran 28 days. Lost time 2 days being due to delays from power station 47 days, remainder to general repairs, and cleaning up.

Stones Crushed:—  
Bukit Koman Mine 1,705 tons  
Anderson Mine 938 " "  
Anderson Surface 270 " "  
2,913 tons.

The Huntington Mill ran 24.49 days, lost time 3.51 days was due to renewing bevelled gearing, repairs and clean ups.

Surface ore crushed ... 930

Total tons crushed in Bukit Koman Mills ... 3,843

Stamp Mill 1,314  
Huntington Mill 374  
Grit Mills 59

1,747 688 679.9

## Bukit Malacca.

Two Huntington Mills ran 23.3 days, lost time 4.7 days due to repairs to the Hoist 2.5 days, remainder to repairs and clean ups.

Surface ore crushed (a) from Bukit Jellis 3,455 tons (b) from Bukit Baloh 414 tons, a total of 4,869 tons, yielding:—737 oz. amalgam, 343 oz. sponge, 337,525 oz. bullion.

Average yield per ton Bt. Koman Mills ... 3.53 dwts.

Average yield per ton Bt. Malacca Mills ... 1.74 dwts.

Average value per ton Bt. Koman Tailings ... 1.00 dwts.

Totals.—Stone crushed ... 7,712 tons.

Amalgam gathered ... 2,484 oz.

Smelted gold ... 1,017.425 oz.

Average fineness ... 911.321

Yield per ton ... 2.63 dwts.

## PROVINCIAL DEBTS.

What Peking Pays For The Country.

Peking, Oct. 30.

Hsiung Hsi-ling a circular telegram to the Tientsin and Civil Administrators reviews the failure of the provinces to contribute to the funds of the Central Government since the outbreak of the Revolution, after which Peking remitted to the provinces \$14,000,000, and paid on behalf of provincial loans upwards of \$13,000,000, and \$77,000,000 for indemnities on behalf of the provinces.

Hsiung Hsi-ling adds that without counting indemnity arrears between March and October 1914, China must pay \$10,000,000, while between now and June, 1914, China must pay on behalf of short term loans contracted at Nanking and elsewhere \$53,500,000, also \$20,700,000 for a short term loan contracted under the Manchu dynasty; also instalments of long term loans amounting to \$34,160,000. These sums involve national credit.

Hsiung Hsi-ling says that therefore they must endeavour to increase receipts and to reduce expenditure. The budget indicates that the income will only be \$646,355,109. This, however, includes stamp, income and title deed taxes amounting to \$3,960,000, an internal loan amounting to \$129,840,000 and payments from the Quintuple Loan amounting to \$199,000,000.

The Premier considers it doubtful whether the taxes will realize the estimates, while the internal loan is problematical. After this he warns the provincial authorities of the necessity of readjusting old taxes and imposing new ones. He exhorts them to co-operate with the Central Government in carrying out a general scheme of retrenchment coupled with rigid economy, in order to fulfil their duty of providing funds to the Government to overcome the deplorable fact that the Government is supplying the provinces.—Reuter.

## A VEGETABLE GIN TRAP

"Cruellest Plant in the World."

It is curious in how many ways Nature has forestalled human invention. One of the most singular instances of this is to be seen in a little plant which is only found growing in the bogs of Carolina.

An account of this plant is given by Mr. S. L. Bastin in "Wonders of Land and Sea," a new serial which has been issued by Cassell and Co. This plant, says the writer, has been rather cynically called the Venus Fly Trap (*Dionaea muscipula*), a fanciful name which hides the identity of perhaps the cruellest plant in the world.

The practice of fly-catching is, of course, widespread in the vegetable kingdom, but few plants have adopted a more certain plan than the dionaea.

Every leaf which the plant produces is the most perfect device for the securing of prey that could be imagined. The mechanical construction of this remarkable vegetable trap is somewhat on the following lines. The leaf is borne at the end of a curiously broad stalk, and is divided into two lobes; these are joined together by a hinge-like arrangement. The outside borders of the lobes are fringed with from a dozen to twenty long teeth.

When fully expanded the leaf lies back on the moss among which the plant grows. If now we examine the inside surface of the lobes we shall see that these are in the middle coloured a rosy red. Just at this point will be discovered three hairs arranged in triangular fashion.

The Bait. It is interesting to consider the actual manner in which the plant carries out its fly catching. As is well known, bright colours have a great attraction for insects. In this case it is apparently the red arms on the lobes of the leaves which possess such an attraction for insects of all kinds.

Possibly they secrete a sweet substance, but this is not definitely known. All goes on well as long as the creatures avoid doing one thing; unhappily, this they are almost certain to do sooner or later. Nothing happens unless the insect brushes up against one of the hairs previously mentioned as being on the surface of the lobes. The succeeding happenings are disastrous for the fly.

With really astonishing rapidity the sides of the leaf snap together so that the spines on the borders of the lobes meet. Thus, in a very brief time a most perfect little cage is devised, from which any sort of escape is absolutely impossible. During the next half-hour the side draw in still closer, so that the spines overlap.

At this stage the leaf pours out a copious discharge of digestive fluid, which enables the plant to make use of the nutritious element in the fly. After an interval of several days the leaf of the dionaea opens, and allows the hard carcase of the fly to roll away. The plant is then ready for another meal, and, unable to realise the fate which is in store for it, another fly falls a victim. Quite often the Venus fly trap is able to capture large insects.

## A Great Scholar.

To Professor Robinson Ellis, who his just died, belonged the reputation of being the greatest English Latinist. He was a scholar of the type more common in the Middle Ages than to-day, and he brought his great erudition to bear on the texts of many little-known Latin poets. One of his best-known works is a commentary on Catullus, which is of inestimable value to scholars. He was also greatly attracted by the minor poems attributed to Virgil. Professor Ellis was Corpus Professor of Latin in the University of Oxford.



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For	Steamship	On
SHANGHAI	Hangsang	Fri., 14th Nov. at 4 p.m.
MANILA	Yusang	Sat., 15th Nov. at 2 p.m.
S'PORE & Sourabaya	Fausang	Sat., 15th Nov. at 2 p.m.
SHANGHAI	Wingsang	Sun., 16th Nov. at 4 p.m.
OHINWANTAO	Hopsang	Mon., 17th Nov. at 4 p.m.
S'HAL, Kobe & Moji	Fooksang	Tues., 18th Nov. at 4 p.m.
Y'HAMA, Kobe & Moji	Laisang	Sat., 22nd Nov. at 4 p.m.
S'PORE, Pang & O'outta	Lovat	Sat., 22nd Nov. at noon.
MANILA	Loongsang	Sat., 22nd Nov. at 2 p.m.
S'PORE, Pang & O'outta	Kutsang	Sat., 22nd Nov. at 4 p.m.

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LONDON & ANTWERP	Den of Ruthven	11th Nov.
LONDON & ANTWERP	Denbighshire	20th Nov.
LONDON & ANTWERP	Den of Crombie	24th Nov.

Trans-Pacific "Shire" & "Glen" Joint Service.

V'toria V'yer St'le	Den of Airle	19th November
TACOMA & P'LAND	Merionethshire	15th December
V'toria V'yer St'le	Glenroy	12th January

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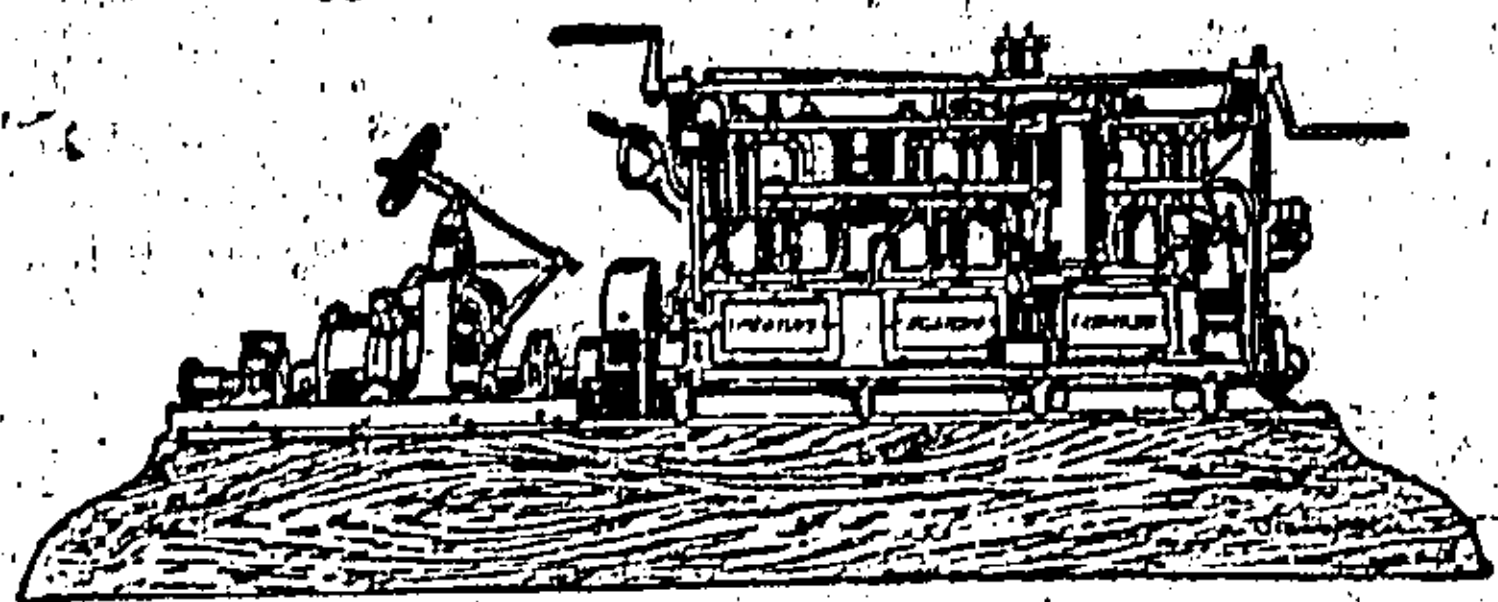
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Destination.	Vessel's Name	For Freight Apply To	To be Dispatched
Havre, Emden & Hamburg & Co.	Arabia	H. A. L.	15, Nov.
London, Glasgow & Antwerp	Glenturret	S. T.	28, Nov.
Havre, Bremen Hamburg & Co.	Westphalia	H. A. L.	22, Nov.
Rottterdam, Hamburg & Co.	Macedonia	H. A. L.	25, Nov.
Copenhagen, Gothenburg and Baltic Ports	Ceylon	A. N. Co.	15, Jan.
London & Antwerp via S'ore & Co.	Sumatra	P. & O.	12, Nov.
Rottterdam & Hamburg, & Co.	Arabia	H. A. L.	23, Nov.
M'selles via S'gon, S'pore, O'bo, Port Said	E. Simons	M.M. Co.	18, Nov.
Marseilles, London & Antwerp via Singapore & Co.	Kashima M.	N.Y.K.	19, Nov.
Marseilles and Hamburg, & Co.	Uckermark	H. A. L.	29, Nov.
Rottterdam, Emden & H'burg & Co.	Sambila	P. & O.	22, Nov.
London, via Usual Ports of Call	Devanah	H.A.L.	10, Nov.
Marseilles, Havre & Hamburg & Co.	Brigavia		

## NEW YORK SAN FRANCISCO AND CANADA.

V'toria B.C. & T'ma via K'lungceat, Baltimore and New York	Canada M. Suruga	O. S. K. D. & Co.	13, Nov.
Trieste, via Singapore, Penang, Colombo, etc., New York	Bohemia	S.W. Co.	15, Nov.
San Francisco	C. of Baroda	B. L. L.	25, Nov.
V'toria, V'yer, S'tle, T'ma & P'land	Indramayo	I. N. Co.	10, Nov.
V'toria, B.C. & T'ma via Japan & Co.	Den of Airle	J. N. Co.	18, Nov.
Vancouver, Seattle and/or Tacoma & P'land Or.	Tacoma M.	O. S. K.	27, Nov.
V'toria, B.C. & T'ma via S'hai & Co.	Sithonia	H. A. L.	27, Nov.
N'les, G'oa, A'ra, G'tar, S'ton Victoria, B.C. & Seattle via Shanghai, & Co.	Canada M. Kleist	M. & Co.	12, Nov.
Vancouver, via S'hai Japan etc., T'te, Fiume, V'ce, via S'pore etc.	Tamba M.	N. Y. K.	18, Nov.
San F'co via Manila & Japan & Co.	E. of India	C. P. R.	20, Nov.
San F'co via S'hai & Japan & Co.	Nippon	S.W. Co.	2, Dec.
	Persia	P. M. Co.	25, Nov.
	Korea	P. M. Co.	9, Dec.

## AUSTRALIA.

Australian Ports via Manila	Nikko M.	N. Y. K.	19, Nov.
Australian Ports via Manila	P. Wald.	M. & Co.	29, Nov.
Australian Ports via Manila	Empire	G. L. Co.	22, Nov.

## SINGAPORE COAST PORTS AND JAPAN.

Yokohama, Kobe and Moji Japan	Fukuta	J.M. Co.	Q. desp.
Batavia, Cheribon, Samarang & Co.	Titaroom	J.O.J.L.	Q. desp.
Moji, Kobe & Yokkaichi	Tibodas	J.O.J.L.	Q. desp.
Manila, Mangarin, Iloilo & Cebu Mexican, Peruvian and Chile	Saigon Maru	O.S.K.	12, Nov.
Ports via Japan	Rubi	S. T. Co.	13, Nov.
Kobe Nagasaki, Kobe & Yokohama Shanghai	Amoy M.	T. K. K.	3, Dec.
Shanghai, Y'hama, Kobe & Moji	P. Waldemar	M. & Co.	12, Nov.
Manila, Mangarin, Iloilo & Cebu	Kumano M.	N. Y. K.	19, Nov.
Shanghai, Kobe & Yokohama	Tikini	J.O.J.L.	Q. desp.
Singapore, Penang & Calcutta	Canton	A. N. Co.	7, Dec.
Mike, Kobe & Moji	Zafiro	S. T. Co.	23, Nov.
S'hai, Tsingtau Kobe & Y'hama	Istria	H. A. L.	14, Nov.
Shanghai	J. M. Co.	D. S. Co.	22, Nov.
Shanghai & Tsingtau	Dilwara	D. S. Co.	14, Nov.
Shanghai, Moji, Kobe & Y'hama	Anhui	M. & Co.	12, Nov.
Shanghai	Yorok	B. & S.	13, Nov.
Shanghai & Tsingtau	Hangchow	L. M. Co.	14, Nov.
Shanghai, Moji, Kobe & Y'hama	Liangchow	B. & S.	15, Nov.
Shanghai	Sardinia	P. & O.	15, Nov.
Shanghai	Wingsang	J. M. Co.	16, Nov.
Shanghai, Y'hama, Kobe & Moji	Africa	S. W.	1, Dec.
Anping and Takao via Swatow and Amoy	Ceylon	A. N.	14, Nov.
Singapore, Penang and Calcutta	South Maru	O. S. K.	12, Nov.
Jessellton, Kudat and Sandakan	Kutsang	J. M. Co.	29, Nov.
Swatow, Amoy and Foochow	Rorneo	M. Co.	2, Dec.
Haiphong	Baltan	D. L. Co.	14, Nov.
Shanghai, Kobe & Yokohama	Kaifong	B. & S.	12, Nov.
Singapore & Sourabaya	Australia	M. M.	17, Nov.
S'pore, Pang, R'gon & O'outta	Fausang	J. M.	15, Nov.
Y'hama and Kobe via Shanghai	Kirin M.	N.Y.K.	15, Nov.
Weihaiwei, & Tientsin	E. F. Ferind	S. W.	29, Nov.
Chinwantao	Huichow	B. & S.	14, Nov.
Shanghai, Moji and Kobe	Hopsang	J. M. Co.	17, Nov.
Shanghai	Kamakura	N. Y. K.	15, Nov.
Swatow	Assaye	P. & O.	20, Nov.
Swatow, Amoy & Foochow	Hainan	D. L. Co.	12, Nov.
Manila	Haiching	D. L. Co.	18, Nov.
Bombay via S'pore & Colombo	Yuensang	J. M. Co.	15, Nov.
Bombay via Singapore Port	Loongsang	J. M. Co.	22, Nov.
Sham Penang & Calcutta	Inaba M.	N. Y. K.	14, Nov.
Singapore, Penang and Calcutta	Luzon Maru	O. S. K.	26, Nov.
Kobe & Yokohama	Thongwa	D. S. Co.	13, Nov.
Swatow, Amoy & Foochow	Atsuta M.	N.Y.K.	20, Nov.
	Haikan	D. L. Co.	14, Nov.

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Chinwantao	Hopsang
Kobe	Inaba Maru

## CANADIAN MAIL.

The C.P.R. s.s. EMPRESS OF JAPAN left Yokohama on the 31st October, between 12 & 2 p.m.

The C.P.R. s.s. EMPRESS OF ASIA left Vancouver on the 5th November, at a.m.

## AUSTRALIAN MAIL.

The E. & A. s.s. St. ALBANS left Sydney on the 29th ult. for this port via Queensland, Port Darwin, Timor, and Manila and may be expected to arrive here on or about the 22nd Nov.

The N.Y.K. s.s. KUMANO MARU (Australian Line) left Sydney for this port via ports on the 29th October and is expected here on the 17th November.

## GERMAN MAIL.

The I. G. M. s.s. YORCK carrying the German Mails with dates from Berlin of the 15th October left Singapore on the 8th inst., 11 a.m. and may be expected here on or about the 15th inst., at 6 a.m.

## MERCHANT STEAMERS.

The N. Y. K. s.s. ATSUTA MARU (European Line) left London for this port via ports on the 11th inst., and is expected here on the 19th November.

The s.s. GLENSTRAE passed the Suez Canal on the 26th ult., for Hongkong via S'hai.

The N. Y. K. s.s. HITACHI MARU (European Line) left London for this port via ports on the 25th ult., and is expected here on the 3rd December.

The N.Y.K. s.s. KAMAKURA MARU (Bombay Line) left Bombay for this port via Singapore on the 27th October and is expected here on the 14th November.

The I. C. S. N. s.s. FOOKSANG from Calcutta is due at Hongkong on the 16th November.

The I. C. S. N. s.s. LAISANG from Calcutta is due at Hongkong on the 18th November.

The I. C. S. N. s.s. HOPSANG from Calcutta is due at Hongkong on the 14th November.

The I. C. S. N. s.s. CHOYSANG from Shanghai is due at Hongkong on the 11th November.

The I. C. S. N. s.s. LOKSANG from Wuhu to Canton passed Woosung Sunday 11 a.m., due 15th inst.

The S.L. s.s. DEN OF CROMBIE from Vancouver is due at Hongkong on the 20th November.

The S.L. s.s. DEN OF AIRLIE from London is due at Hongkong on the 16th November.

The S.L. s.s. MONADNOCK from Seattle is due at Hongkong on the 30th November.

The Ben Line s.s. BENEDI from Leith, Middlebrook and London, left Singapore for this Port, on 30th inst., and may be expected to arrive here on or about 5th proximo.

The N. Y. K. s.s. KIRIN MARU (Calcutta Line) left Yokohama for this port via ports on the 1st November, and is expected here on the 15th November.

The N. Y. K. s.s. SADO MARU (American Line) left Seattle for this port via ports on the 4th November, and is expected here on the 7th December.

The N. Y. K. s.s. INABA MARU (Bombay Line) left Kobe for this port via Shanghai on the 4th November and is expected here on the 12th November.

The N.Y.K. s.s. KASHIMA MARU (European Line) left Yokohama for this port via ports on the 5th November, and is expected here on the 17th December.

The s.s. INDRAKUALA left Sabang on the 6th instant and is due here on the 13th instant.

The American and Manchurian Line s.s. KAFUP left New York on the 10th October and is due here on or about 15th November.

The American and Manchurian Line s.s. KANDAHAR left New York on the 25th October and is due here on or about 15th December.

The P. & O. s.s. SARDINIA left Singapore for this port on the 8th inst., at 2 p.m. and is due here on the 14th inst., at about 6 a.m.

The H. A. L. s.s. ISTRIA left Singapore on the 8th instant, a.m. and may be expected here on or about the 14th inst., a.m.

## VESSELS IN PORT.

## Steamers.

Somali, (Br. s.s. 4,195, W. W. Cooke 3rd Inst.—Singapore 28th October P. & O.)	Tenyo Maru, Jap. s.s. 7,268, E. Bent, 5th Inst.—San Francisco 7th October—T.K.K.	Telemachus, Br. s.s. 1,540, A. Fraser, 5th Inst.—Saigon 31st Oct. Gen.—Chinese	Landrat Schell, Ger. 1,015, A. Strowe, 6th Inst.—Saigon 2nd instant Rice Task-wood—S. & Co.
Sungkiang, Br. s.s. 987, Robinson, 3rd Inst.—Hobow 2nd instant, Gen.—B. and S.	Triumph, Br. battleship 119, P. Streatfield, M. V. O. 5th instant.	Thongwa, Br. s.s. 2,900, O. M. Robins, 9th instant, Gen.—D. S.	Tjitaroom, Dutch s.s. 3,444, 10th instant, Macassar 2nd instant, Sugar—J.O.J.L.
Rajah, Ger. s.s. 2,028, C. Rosiofsky, 5th instant.—Bangkok 1st instant, Timber and Rice—B. and S.	Telemaohus, Br. s.s. 1,540, A. Fraser, 5th instant.—Saigon 31st Oct. Gen.—Chinese	Prinz Waldemar, Ger. 3,227, H. Bremer, 10th instant.—Sydney 18th Oct. Gen.—M. and Co.	Minnesota, Am. s.s. 2,078, T.W. Garlick, 10th instant.—Seattle 3rd Oct. Gen.—N.Y.K.
		Zafiro, Am. s.s. 1,400 J. S. McMurray, 10th instant.—Manila 7th inst. Gen.—S. T. and Co.	

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Istria ..... 15th Nov.	Westphalia ..... 1st Dec.
Altmark ..... 22nd Nov.	Segovia ..... 2nd Dec.
Sithonia ..... 28th Nov.	For R'dam Hamburg & Antwerp:
Emden ..... 5th Dec.	Brasilia ..... 15th Dec.
Silesia ..... 18th Dec.	For Harve, Emden & Hamburg:
	Istria ..... 17th Dec.
	For Harve, Bremen & H'burg:
	Altmark ..... 27th Dec.
	For Marseilles, R'dam & H'burg:
	Furst Bulow ..... 28th Dec.

## HOMEWARD.

For Marseilles, Harve & H'burg:	For Harve, Bremen & H'burg:
Brigavia ..... 11th Nov.	Westphalia ..... 1st Dec.
For Rottterdam & Hamburg:	Segovia ..... 2nd Dec.
Macedonia ..... 18th Nov.	For R'dam Hamburg & Antwerp:
For R'dam & Hamburg:	Brasilia ..... 15th Dec.
Arabia ..... 23rd Nov.	For Harve, Emden & Hamburg:
For V'yer, S'ha, and/or T. & P. (Or.)	Istria ..... 17th Dec.
Sithonia ..... 27th Nov.	For Harve, Bremen & H'burg:
For Marseilles, Harve & H'burg:	Altmark ..... 27th Dec.
Uckermark ..... 29th Nov.	For Marseilles, R'dam & H'burg:
For R'dam, Emden & Hamburg:	Furst Bulow ..... 28th Dec.
Sambila ..... 29th Nov.	

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## LOCAL SPORT.

## CRICKET.

**Hongkong Club Versus the Rest.**  
The two days match between the Hongkong Cricket Club and rest of the league resulted in a draw. A feature of the play was the 119 compiled by R. Hancock for the Club, and the 81 of Capt. Matthews for "The Rest".

The full scores are—

## "THE REST"

Capt. Matthews, c Pearce b Anderson	51
G. B. Sayer, l.b.w., b Anderson	15
E. L. Bragg, b Cobb	12
E. C. Whitcomb, b Cobb	0
Capt. Farmer, c Thurstfield, b Anderson	11
Lieut. Pym, c Moore, b Thurstfield	37
De Houghton, c Buckingham, b Anderson	8
Lieut. Bagnall, b Cobb	12
Hon. Mr. Claud Severn, c Moore, b Buckingham	18
Capt. Robertson, c Pearce, b Cobb	9
B. H. Taylor, b Cobb	18
F. De Rome, not out	2
Extras	9
Total	200

## Bowling.

O. M. R. W.	
Cobb	14 2 52 5
Anderson	14 1 80 4
Maas	5 0 33 0
Thurstfield	6 0 41 1
Buckingham	2 0 5 1

## Second Innings.

F. De Rome c Pearce b Anderson	13
Capt. Matthews c Elborough b Anderson	31
De Houghton c Moore b Anderson	34
Lieut. Bagnall b Anderson	38
Lieut. Pym c Pearce b Cobb	31
G. B. Sayer c Hancock b Anderson	2
Capt. Robertson not out	35
G. L. Bragg b Cobb	4
R. O. Whitcomb c Claxton b Cobb	6
Extras	13
Total (for 8 wks.)	257

Capt. Farmer, Hon. Mr. C. Severn and H. H. Taylor did not bat.

## Bowling.

O. M. R. W.	
Cobb	11 1 58 3
Anderson	22 0 114 5
Maas	3 0 17 0
Hancock	3 0 32 0
Thurstfield	5 0 23 0

## HONGKONG C. C.

T. S. Pearce b Whitcomb	9
A. O. E. Elborough c sub. b De Rome	7
A. A. Claxton b Whitcomb	0
M. M. Maas b Whitcomb	8
S. Moore c and b De Rome	32
C. O. Clark b Severn	68
R. Hancock st. Pym b Sayer	119
H. Hancock c and b Bagnall	24
R. N. Anderson c Bragg, b Sayer	5
R. P. Thurstfield not out	13
C. Buckingham b Sayer	5
P. H. Cobb c Bragg b Sayer	4
Extras	16
Total	310

## Bowling.

O. M. R. W.	
De Rome	16 3 51 5
Whitcomb	23 4 73 3
H. H. Taylor	4 0 25 0
Bagnall	5 0 32 1
Hon. Mr. C.	

Severn ... 13 1 51 1  
Matthews ... 5 0 37 0  
Sayer ... 6 1 23 4

## Second Innings.

T. E. Pearce c Bragg b De Rome	40
A. A. Claxton l.b.w. b Sayer	40
H. Hancock b Bagnall	7
R. P. Thurstfield not out	3
R. Hancock b Bagnall	11
C. O. Clark not out	1
Extras	9
Total (for 4 wks.)	111

## Bowling.

O. M. R. W.	
De Rome	7 0 45 1
Whitcomb	5 0 33 0
Bagnall	4 0 18 2
Sayer	2 0 7 1

## C.R.C. Defeat Police.

A friendly cricket match between the Chinese Recreation Club and the Police Recreation Club took place on the latter's grounds at Happy Valley yesterday and resulted in a win for the former by 20 runs. Scores:—

Police Recreation Club.	
McLennan, c Ng Sze Kwong, b Ho Wing Kin	8
Goncher b Wing Kin	21
Grimmett, c Ho Wing Yuen, b Ho Wing Kin	4

Booker b Un Hew Fan	29
Kelly, c Ho Wing Kin, b Yow Man Chan	3
Kent, c Ho Wing Yuen b Un Hew Fan	4
Cave, b Ho Wing Kin	1
Alexandra, c Ng Sze Yuen, b Ho Wing Kin	2
McHardy b Ho Wing Kin	8
Taylor, c Chau Yat Kwong b Un Hew Fan	1
Wilson, Not Out	1
Extras	10
Total	99

## Bowling Analysis.

O. M. R. W.	
Ho Wing-kin	12 1 37 4
Yow Man Chan	9 0 35 1
Un Hew fan	2 20 10 3

## Chinese Recreation Club.

Ho Wing-kin, b Kelly	6
Yow Man Chan, c Grimmett b Kelly	11
Ho Wing-yuen, Stumped out	8
Ng Sze-kwong, b Kelly	4
Wei Wing-lok b Kelly	13
Chau Yat-kwong, c Booker b Kelly	4
Ng Sze-yuen, b Kelly	15
Un Hew-fan, c Booker b Kelly	12
Wong Po-kie, c Kent, b McLennan	1
Mok Hing not out	12
Ho Wing-ching	2
Extras	24
Total	112

## OPIUM SMOKERS.

## A Nice Point Regarding Ship's Employees.

At the Police Court, this morning, before Mr. Hazeland, two Chinese were charged with being in possession of two tins of opium on board the s.s. Aldenham, on Sunday.

The defendants said that the opium was for their own use, as they were opium smokers.

His Worship said it would be very hard for these men, if they were opium smokers, if they were not allowed to smoke opium on board.

The defendants said that the opium farmer had told them they were allowed to have five tins of opium in their possession. His Worship asked Mr. Hoggarth if that was so.

Mr. Hoggarth said he could not say definitely, but it might have been so. An employee of a ship was practically the same as a passenger if he was an opium smoker.

Inspector Kerr said a passenger was allowed to smoke five mace a day and a tin would only last ten days.

Mr. Hoggarth said that it was not necessary for an opium smoker to smoke five mace a day; he might very well only smoke five candareens a day, and the quantity he had would last him till the end of the voyage.

Mr. A. O. Esang, of Messrs Gibb Livingstone, said that he did not know whether the crew had permission to smoke opium on board. He thought if they did smoke opium on board they were not likely to allow the officers to see them.

The men were discharged with a caution.

## THE CHRISTMAS MAIL

The details of the Christmas mail despatched on Saturday for home are as follows:

Insured via Gibraltar	300
Ordinary	882
Brindisi	12
Agencies Insured via Gibraltar and other than Agencies	21
Agencies Ordinary via Gibraltar	123
Agencies Ordinary via Gibraltar and other than Agencies	26
Miscellaneous	70

Parcels ... 1,442  
The above were despatched in 52 baskets, 30 boxes, and 3 bips  
This is a larger mail than last year

## SILIMPON GOAL BUNKERS

can be supplied cheap rates.

## SANDAKAN &amp; SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

## A BUNE

## POST OFFICE.

## NEW YEAR'S PARCEL MAIL.

The Public are informed that the Parcel Mail to the United Kingdom and other countries beyond which will close in this Office at 5 p.m. on the 31st November will be treated as the New Year Mail, and is due to reach London on the 27th December. Parcels may be forwarded by Parcel Mail with an extra fee of 50 cents and with this mail arrive in London on the 27th of December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured parcels must be sealed. All the seals must be of the same coloured wax and must bear the impression of a private device. This device must be the same on every parcel. Straight, curved, or dotted lines are not admissible.

Buttons, Coins, Trimbles, cannot be used for sealing.

The Clerks of the Post Office are forbidden to Affix Stamps on letters or Parcels or to seal any article for the Public. Parcels that are forwarded by the Office handling the same do not comply with the regulations will not be accepted.

With reference to paragraph 6 of the Hongkong Postal Guide, all local letters which delivery is unavoidably held over or retarded owing to the arrival of a contract packet or Siberian mail will be marked "Delivery postponed." In no case will more than one local delivery be held over or retarded on these grounds.

Monday next the 10th instant having been declared a General Holiday the General Post Office will be open from 8 to 9 a.m. There will be a collection from the Pillar Boxes on Sunday and a delivery of Ordinary Correspondence.

The money order office will be entirely closed.

The York with the German mail left Singapore on Saturday the 8th inst. at 11 a.m. and may be expected arrive here to-morrow at 6 p.m.

The Empress of India with the Canadian Mail left Shanghai on Monday the 11th inst. at 8 p.m. and is due to arrive here on Thursday 13th instant, at 8 a.m.

## MAILS ARRIVED TO-DAY.

Kleist, Shanghai and Japan  
Sumatra, Fookchow and Shanghai  
Haimun, Swatow  
Yuenang, Manila  
Canada Maru, Shanghai, Japan, and Tacoma  
Pitangulok, Bangkok  
India Maru, Kobe and Seattle

## MAILS DUE.

German, York, 12th instant.  
Canadian, E. of India, 13th instant.

## MAILS CLOSING TO-DAY.

Swatow Amoy and Fookchow via Amoy and Takao—Per 808HU MARU, 11th inst., 5 p.m.  
Japan via Kobe—Per ATAKA MARU 11th inst., 5 p.m.

## TO-MORROW.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples—Per KLEIST 12th instant, 9 a.m.  
Straits, and Ceylon—Per SUMATRA 12th inst., 9 a.m.

Swatow—Per HAIMUN, 13th inst., 10 a.m.  
Philippine Islands & Straits—Per BRIS-GAVIA 13th inst., 11 a.m.

## THURSDAY, 13th November.

Shanghai, North China and Tsingtau Japan via Kobe (Europe via Siberia)—Per YOKO 13th inst., 9 a.m.

Hoihow, Haiphong, Pakhoi and Saigon—Per HONGKONG, 13th inst., 11 a.m.

Shanghai and North China—Per AN-HUI, 13th Nov., 3 p.m.

Philippine Islands—Per RUBI, 13th inst., 3 p.m.

Shanghai and North China—Per HANSANG, 13th Nov., 5 p.m.

## FRIDAY, 14th Nov.

Haiphong, Pakhoi and Saigon—Per KAIFONG, 14th inst., 9 a.m.

Swatow, Amoy and Fookchow—Per HAITAN, 14th Nov., 10 a.m.

Weihaiwei and Tientsin—Per HUI-CHOW, 14th inst., 11 a.m.

Japan via Kobe—Per ARIAKE MARU 14th inst., 11 a.m.

Japan via Yokohama—Per DILWARA 14th inst., 3 p.m.

## SATURDAY, 15th Nov.

Shanghai North China Japan via Nagasaki Victoria B.C. Tacoma—Per CANADA MARU 15th inst., noon.

Straits and Sourabaya—Per FAUSANG, 15th Nov., 1 p.m.

Philippine Islands—Per YEUNGSANG, 15th Nov., 1 p.m.

Straits and India via Calcutta—Per THONGWA 15th Nov., 2 p.m.

Shanghai, North China, and Tsingtau, (Europe via Siberia)—Per LIANGCHOW 15th inst., 5 p.m.

Shanghai and North China—Per WING-SANG, 15th Nov., 5 p.m.

## SUNDAY, 16th Nov.

Swatow—Per HAIMUN, 16th inst., 9 a.m.

## MONDAY, 17th Nov.

Japan via Nagasaki & Seattle (Wash.)—Per MINNESOTA 17th inst., 9 a.m.

Chinwantao—Per HOPSANG 17th inst., 3 p.m.

Shanghai North China and Japan via Kobe—Per FOOKSANG, 17th Nov., 5 p.m.

## TUESDAY, 18th Nov.

Shanghai and North China, Canada Maru via Moji, Victoria, B.C. and Seattle—Per TAMBA-MARU, 18th inst., 10 a.m.

Swatow, Amoy and Fookchow—Per HAITAN, 18th Nov., 10 a.m.

## SHIPPING NEWS.

## ARRIVED.

Anhui, Br. s.s. 1,350, J. B. Harris, 10th instant, Canton Gen.—B. & S. Hulchow, Br. s.s. 1,215, Hooker, 10th inst.—Tientsin, 3rd instant, Gen.—B. and S.

Tientsin, Br. s.s. 1,227, Robertson, 10th instant, Java 1st instant Sugar.—B. and S.

Tambor, Rus. s.s. 2,919, Alexoff, 10th inst.—Singapore 3rd instant Gen.—L. and Co.

Den of Ruthven, Br. s.s. 2,995, Stewart, 10th instant, Shanghai 7th inst. Gen.—J. M. and Co.

Needles, Br. s.s. 2,995, Peters, 10th inst.—Philadelphia 15th Oct., Case Oil—B. and Co.

Estancia Br. s.s. 3,354, T. R. McKay, 10th instant, San Francisco 11th October Petroleum in Bulk—B. and Co.

Arisaka Maru, Jap. s.s. 2,189, Sato, 10th instant, Milko 3rd instant Coal—M.B.K.

Elabith, Ger. s.s. 991, Berg, 10th instant, Bangkok 3rd instant, Rice—B. and Co.

Misumi Maru, Jap. s.s. 1,905, Chikoshi, 10th instant, Phuyon 7th inst. Cement, Stone—N. Y. K.

Haimun, British, 641, J. W. Evans 11th instant, Swatow 10th instant, Gen.—D. L. & Co.

Kleist, Ger. s.s. 3,127, L. Maas, 11th inst.—Singapore 1st instant Gen.—M. and Co.

Opland, Nor. s.s. 1,200, Eriksen, 11th inst.—Saigon 7th instant Rice—A. T. and Co.

Pitangulok, Ger. s.s. 1,267, W. Taubert, 11th instant, Bangkok 3rd inst. Rice and Wood—B. and S.

Talzan Maru, Jap. s.s. 2,354, Sugoto, 11th instant, Dairen 4th instant, Coal—M. B. K.

Canada Maru, Jap. s.s. 3,760, H. Yamamoto, 11th instant, Shanghai 8th instant, O.S.E.

Yuenang, Br. s.s. 1,128, Jarrett, 11th instant, Manila 8th instant, Sugar—J. M. and Co.

Sumatra, Br. s.s. 2,957, H. W. Potter R.N.R. 11th instant, Yokohama 38th instant, Gen.—P. and O.

Inaba Maru, Jap. s.s. 3,838, Tomimaga, 11th instant, Moji 6th instant, Gen.—N.Y.K.

## DEPARTED.

November 11.

Anhui for Canton  
Felching for Shanghai  
Kleist for London  
Sumatra for Yokohama  
Kansu for Sams Bay  
Yushun for Canton  
Kurohime Maru for Samarang  
Tahiti Maru for Newchwang  
Unki Maru for Panaukan

## CLEARANCES AT THE HARBOUR OFFICE.

November 10.

Tambov for Vostok  
Needles for Chinnago

November 11.

Chongwa for K.O.Wan  
Kwongchow for Kwongchow  
Konkon Maru for Milko  
Tenyo Maru for San Francisco  
Helene for Hoihow  
Taming for Manila  
Hulchow for Canton  
Telemaque for Saigon  
Aldenharn for Melbourne  
Misumi Maru for Kwangyen  
Weland for Angaur  
Sumatra for London  
Prinz Waldemar for Kobe  
Den of Ruthven for Antwerp  
Kleist for Yokohama  
Haiyang for Fookchow  
Soku Maru for Amoy

## PASSENGERS ARRIVED.

Per s.s. Kleist arrived 11th instant, from Yokohama.

Andrews, Oldbaum  
Biel, Platt  
Crasley, Raser, Dr  
Furness, Mrs  
Giffin, Steer  
Gracey, Scofield, Miss  
Luekart, Twamara  
Ludemann, Tillinghast  
Matheson, Thompson  
Oppenheim, Dr  
Miss

Per s.s. Canada Maru arrived 11th instant, from Shanghai.

Per s.s. Yuenang arrived 11th instant, from Manila.

Per s.s. Sumatra arrived 11th instant, from Yokohama.

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## WEATHER REPORT.

On the 11th at 10.50.—A somewhat deep depression lies to the north-east of Hokkaido.

The anticyclone over China has weakened and spread eastward.

Pressure is nearly stationary over the Philippines and Annam.

The monsoon will probably be interrupted to the north of Fookchow, and will moderate over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. E. winds, fresh to moderate; fair.

2 Formosa Channel. N.E. gale, moderating.

3 South coast of China between H.K. and Lamook. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register. 11th November, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind Force. Weather.

Wostock 7a 29.90 39 50 sse 1 b

Nomuro 6a 29.57 nw 9

Hakodate 29.93 nwn 2

Tokio 30.06 nw 2